

Australian Model Railway Association



JOURNAL

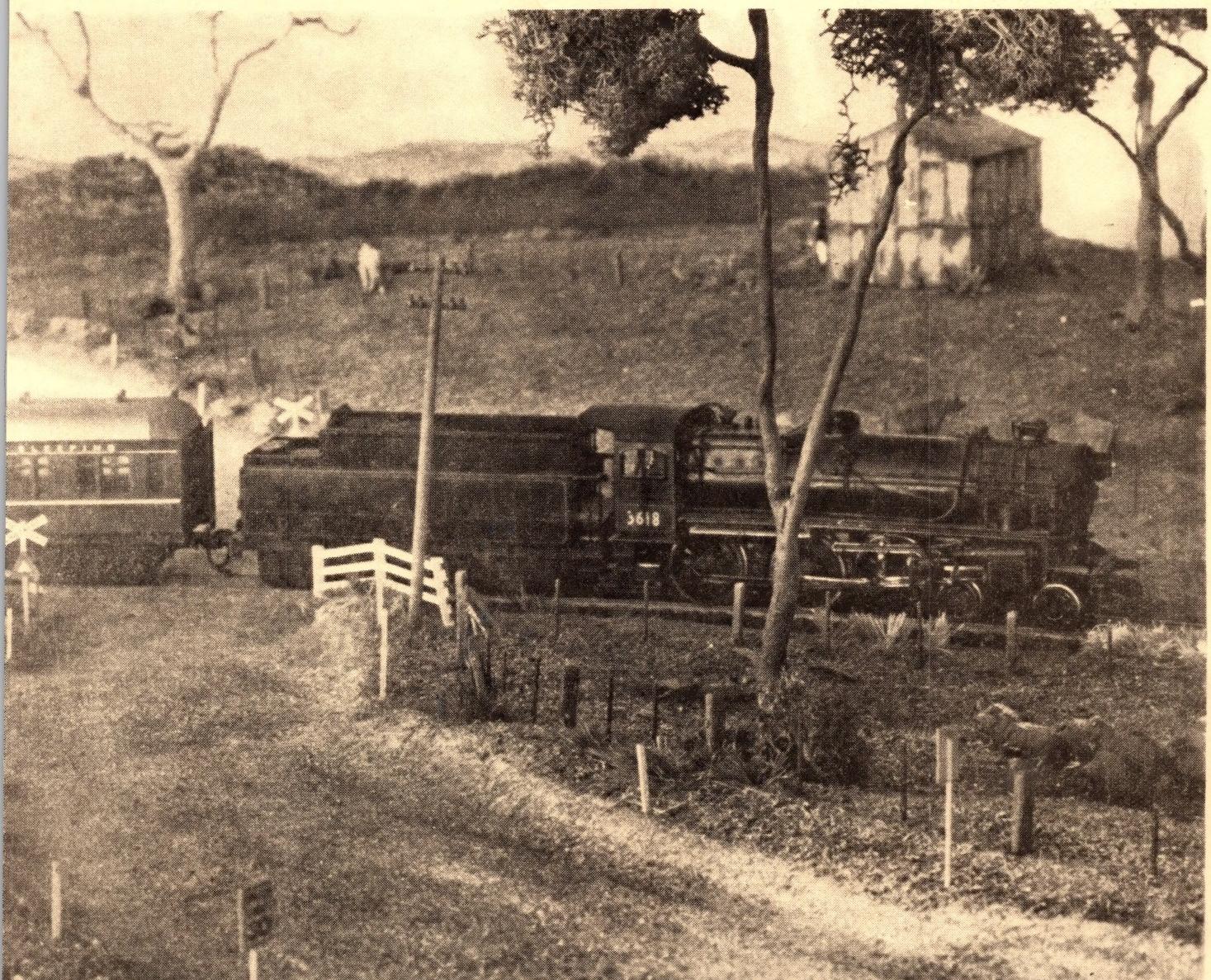
NOVEMBER — DECEMBER 1987

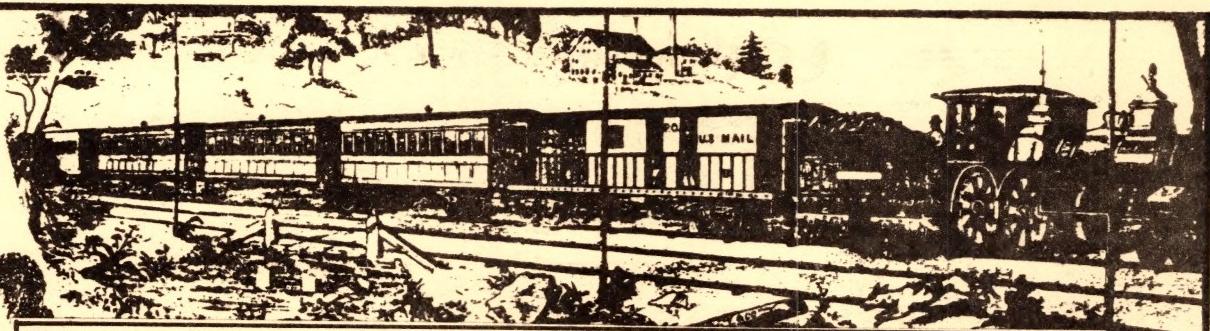
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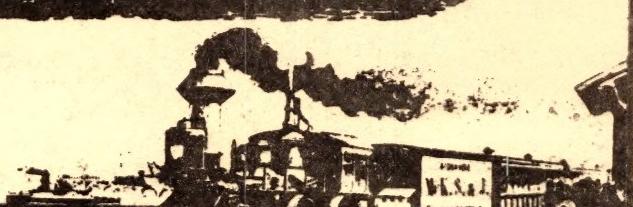
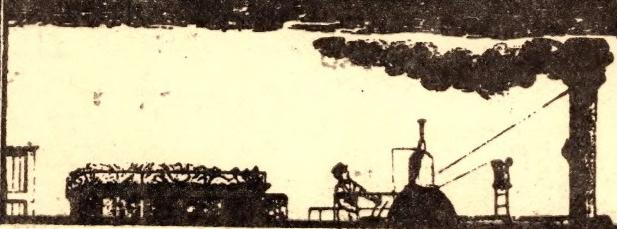
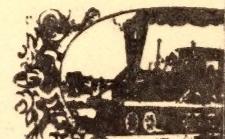
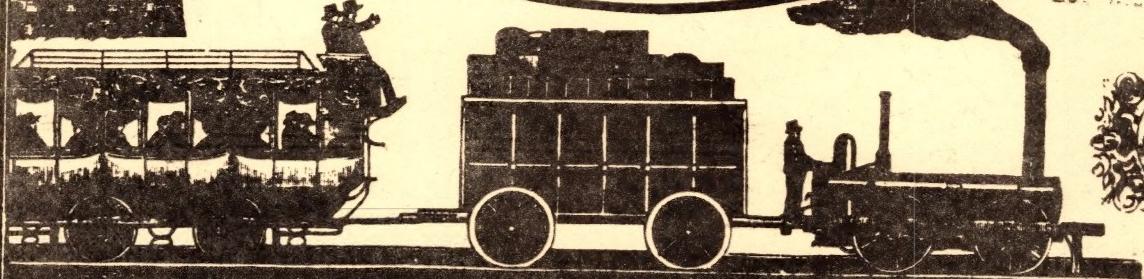
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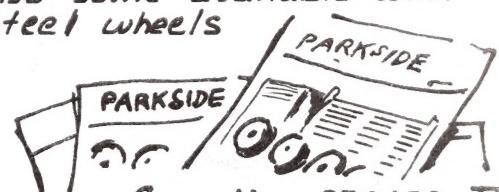
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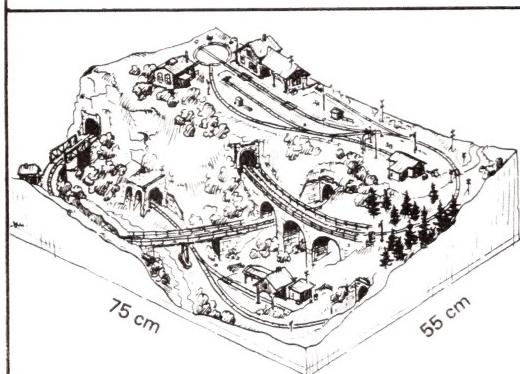
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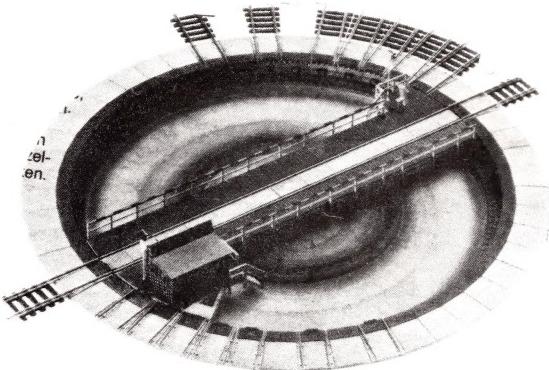
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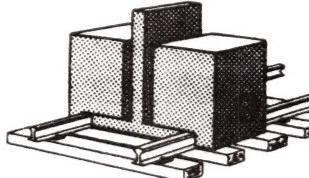
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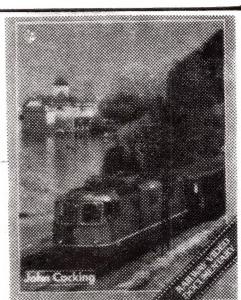


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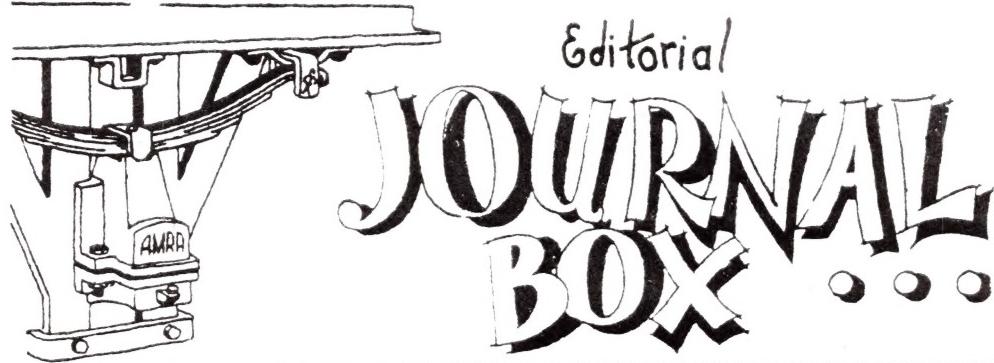
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EDITORIAL

Well, another year is drawing to a close, and it is again time to wish you all, on behalf of the Federal Committee and myself, a Happy and Holy Christmas and a Prosperous New Year.

I don't know about you, but this year seems to have sped by and left me behind wondering where it went. Perhaps that is one of the signs of getting older.

Having recently visited the Adelaide and Sunbury Exhibitions and had a look in at West Australian's Modelrail '87, I am beginning to wonder if some of our exhibitions are projecting an image that the uninitiated can relate to. Some of the exhibits seem to be so magnificent that the public's reaction is 'I couldn't possibly do something like that'.

Perhaps we should also look at the balance between large and small, the exotic and the plain Jane, the complicated and the simple exhibits, to encourage more newcomers to the hobby. Perhaps we should have at least one partly built working layout to show how it is done, or, at least, have a series of modules, such as AMC gave to the WA Branch, to demonstrate the steps from a simple oval of track on the lounge room floor or kitchen table, to the more complicated, fully sceniced layout that seems to predominate our exhibitions.

I cannot deny that these 'super' layouts demonstrate the excellence and expertise of many of our members, but sometimes I just wonder.....

Rex Little
Editor

ON THE COVER

Ray Pilgrim's HO scale NSW layout is the subject of this photograph. Ray's layout has a unique distinction in that he set his line along a route in NSW which did not have a railway. Our State Rail Authority then went ahead and built a line along Ray's route; a reversal of the usual sequence. Note the depth of the modelled countryside in this picture; note the typical country level crossing.

Photo by Jack Parker

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FEDERAL SCENE

PRESIDENT'S CORNER

Have just finished reading Model Railroader for July 1987, and found the Editorial entitled 'Your Input is Welcomed' very apt and could be applied to our own Association. No! This is not a whinge, anything but, just something to think about.

This Editorial Committee would welcome positive suggestions or thoughts as well as articles for Journal, even as to the type of articles you would like to read. If sufficient interest is shown, a list could be published to see if it may stir some budding authors into action. Needless to say, sarcastic or political comments will be ignored and put where they belong, the waste paper basket, so why waste money on postage.

The ball is in YOUR court.

Had the opportunity to visit the NSW Annual Exhibition at Liverpool, which catered for all interests, with 39 operating layouts ranging from Z to No 1 gauges, plus very well presented static live steam displays. A well presented Exhibition which would have been enjoyed by all who attended. It was very pleasing to see disabled persons in wheelchairs were able to view the exhibits and to manouevre their chairs without any problems.

The one major problem we all have to face is the continuing price rise spiral which is affecting our lifestyle in every way and makes that desired locomotive, piece of rolling stock, etc, just a little harder to afford, but without a hobby to help us relax, life would become very monotonous.

Would like to take this opportunity to wish all members and their families a Merry and Happy Christmas, and may 1988 see your efforts in our chosen hobby prove to be very satisfactory.

Good modelling.

Keith Wilcox

FROM THE REGISTRAR

For a number of years, we have been inserting in the August/September issue of Journal, an A4 sheet, half of which is the Renewal Form and the other half, a nomination form for the election of a new Committee of Management for the Federal body. These are folded before insertion, and yet I have been told, 'I did not receive a Renewal form, only the one about nominations', or 'there was not anything in my Journal'.

As there are the same number of sheets printed as number of Journals, and I never receive any spare sheets, other than those in the spare copies sent to me after posting, I do not think too many would not be inserted.

Another point -

PLEASE RETURN THIS FORM INTACT TO:

was plainly visible at the bottom of the form, but I still receive mutilated ones back. Why the need to be intact? When mail is received, it is opened and date stamped, then filed until quite a number have been received, then the forms are sorted alphabetically into State groupings. A numbering machine is then used to put the receipt number against the appropriate category, and also on the back of the cheque or money order, and then the information is entered onto a six-column sheet for the Treasurer's benefit. The first column is the receipt number, the second the member's State - N, W, V, the third the member's name and initials, the fourth the amount, then a code for cheque, MO or cash, and the sixth R for renewal or N for New. Then receipts are

made out, put into envelopes for posting back to financial members - the receipt is your membership card.

I then check these forms with my records and make any changes necessary and then file them in alphabetical order and in State grouping and the files are then taken over to the member who keeps the records in the computer, and they are coded so that only financial members receive the November/December issue of Journal. So you can see these renewal forms are handled a few times and if in all shapes and sizes, greatly slows up the processing. To overcome that problem, I have to attach mutilated returns to a standard size sheet, so as you can imagine, I am far from pleased when this happens. This job does take up a considerable amount of time, so please co-operate and make it as easy as possible.

Unless a lot of members are hanging off till the last minute to renew, we will be sending out quite a bunch of reminders - more work in doing this.

ALSO A REMINDER, on the application form it states that a Family member is the Spouse or Student child of a Senior member; also the minimum joining age is 10 years, but I still get incorrect forms sent in - more extra work to sort these mistakes out.

So, once again, a plea to co-operate and make the life of the Registrar that much easier.

Norm Read
Federal Registrar

FROM THE MANAGING EDITOR

The July/August issue brought up five years of printing by the Victorian Branch of Journal on behalf of the Federal Committee. What has been achieved in those five years?

On the plus side, there has been an issue regularly every two months, give or take a few days. Before that, we were only publishing quarterly, and some issues were months behind. Secondly, costs have been contained. For the year ending June 1986, printing costs were \$4279, compared with \$5328 for year ending June 1980, and the 1980 costs were for only four issues.

The content has increased, particularly Branch notes which had become almost non-existent by 1982.

On the negative side, the quality of printing has been uneven, and some of those early issues left much to be desired.

Having been involved in the printing of every issue since the July/August issue of 1982 and the layout of most of those issues, I'm afraid that I am losing a little of my enthusiasm. I would like to achieve a more typeset appearance through the use of modern 'desk top publishing' techniques. This involves using a personal computer and special software to do page layout and typesetting on screen. A laser printer is then used to produce the artwork ready for printing.

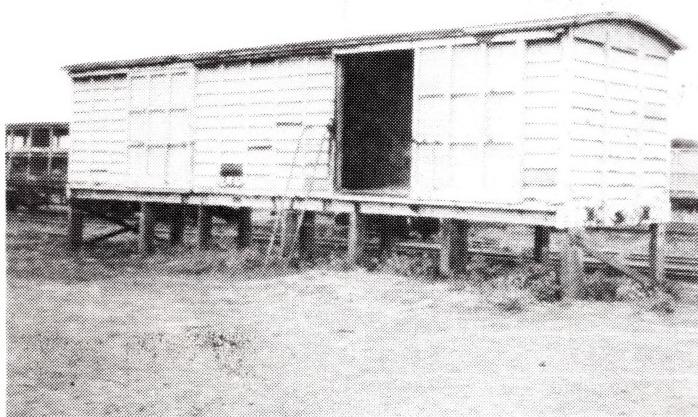
Why am I interested in these new techniques? Well, apart from the better appearance, typesetting saves space, up to 30% compared with ordinary typewritten material. This space saving translates into time saving for me in the printing of Journal, and these days my time is becoming more limited.

The Federal COM is reluctant to spend money on new plant or equipment in case of the necessity to raise our fees from the current level of \$10 per year. By the way, how long have we been able to keep the fees at their present level? It must be more than seven years.

The rest of Australia cannot expect Victorian Branch to foot the bill for improved equipment. While the initial capital cost of the printing equipment has been repaid, there has not yet been compensation for lost interest on that capital.

I am prepared to continue printing Journal under current methods until the end of 1989, but without some commitment from either Federal or the other Branches, we may need to go back to commercial printing after 1989 (if we can afford it!).

Roger Lloyd



*A use for an old wagon in the Rockhampton yards.
Photo Ken Edge-Williams*



*New style buffer stops at Moranbah on the new coal lines.
Photo Ken Edge-Williams*

RAILSIDE DETAIL

Ken Edge-Williams.

When we build a layout we sometimes forget the little details that give it the atmosphere such as buffer stops and misc. railway safeworking equipment.

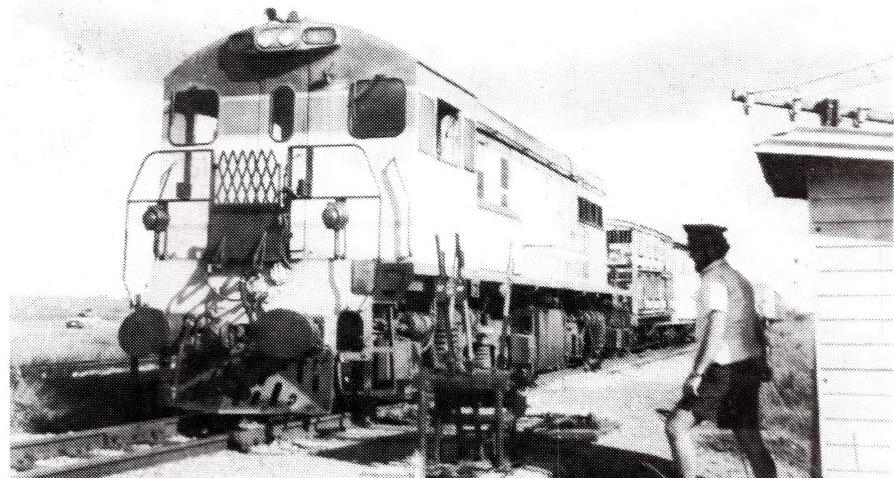
Relay boxes very rarely appear on a layout and also staff and ticket cabinets, and if a branch line usually the way they are run. We put signals but no method of operating them such as the wires, points but no point levers, colour lights but no relay boxes etc.

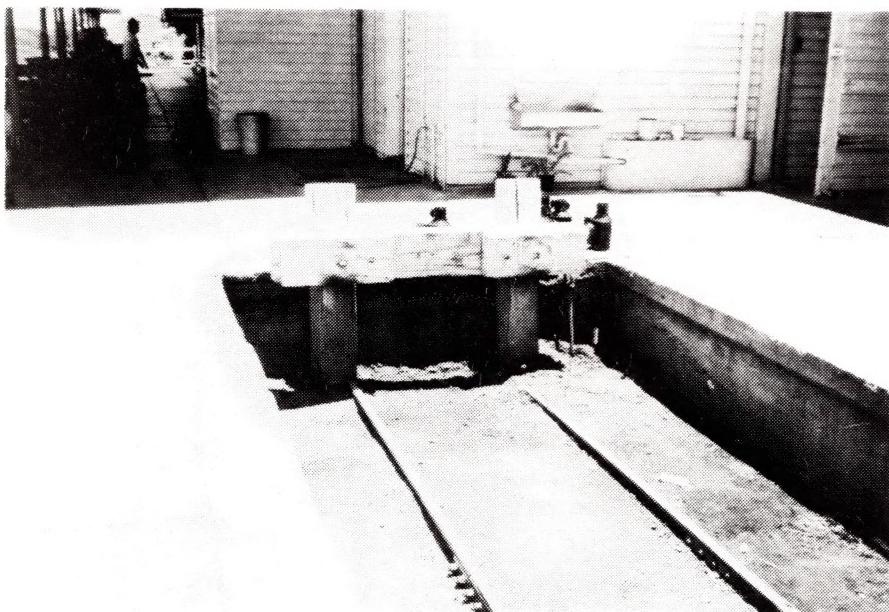
Here are some examples of buffer stops. The older type is simple to make and the new type even simpler.

A broken wagon can be put to use as a shed or a storage area along side the line.

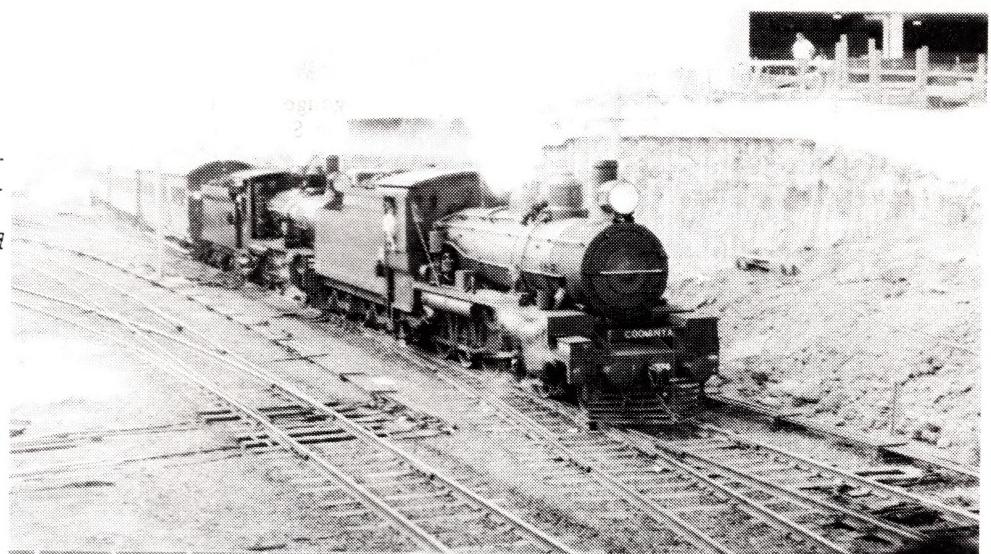
At the junctions there should be some form of safeworking and in Queensland it can vary greatly from a box on a post to a mini signal box. This one at Dakenba is operated so that when a branch train arrives the fireman changes all the points and sets the signals at danger and then the train goes through and then the Guard sets it back to normal again. No need for any staff.

If you look at the real track areas you will find all the detail you are missing on your layouts even culvers hardly ever appear on model layouts. The great thing about this detail is it is time consuming, cheap and effective and gives great satisfaction when finished. So how about it put a little detail on the layouts.





Older style buffer stop
at the dock at Emerald
Central Qld.
Photo Ken Edge-Williams

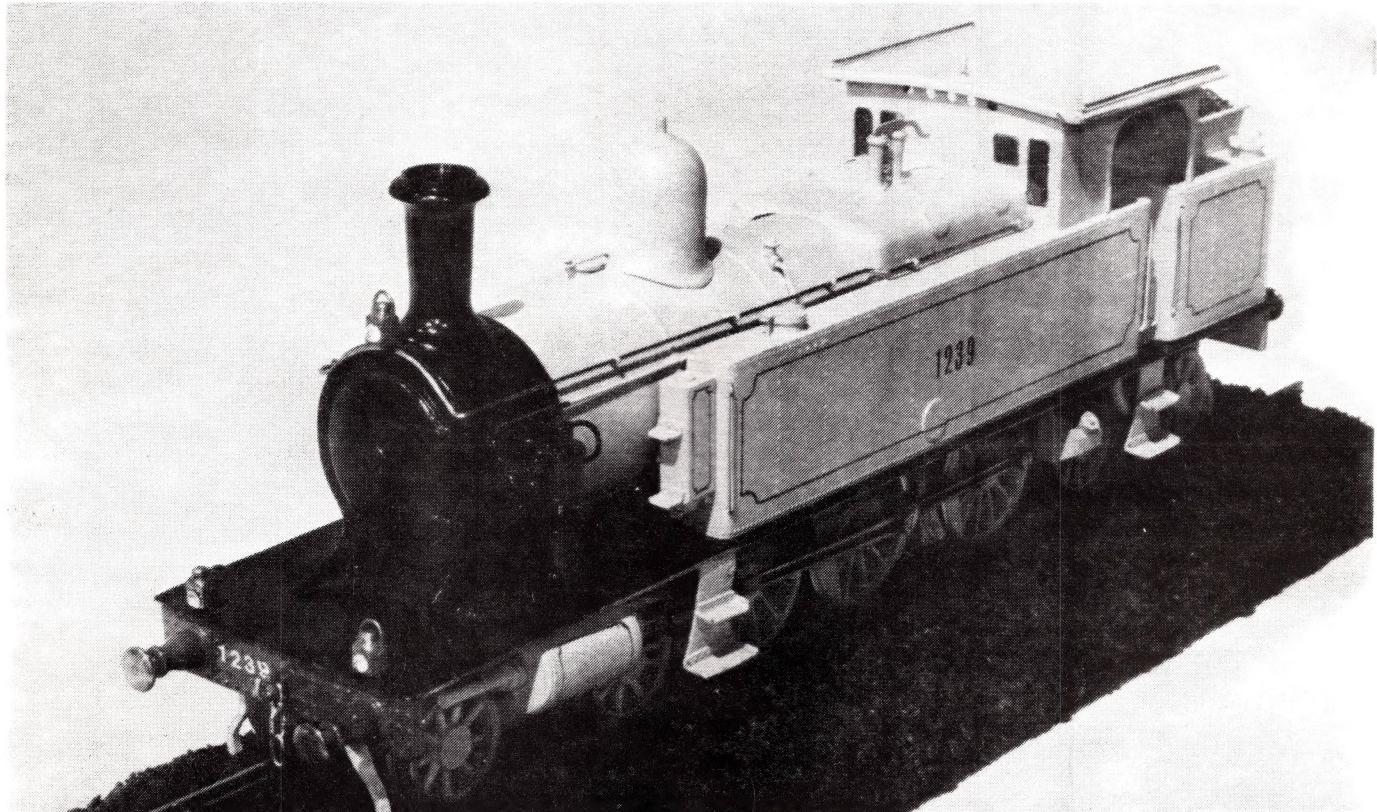


Double headed steam tour
passing near Ken Edge-
Williams house in Ipswich
This site is now covered
by a new road bridge.
Photo by Steve Malone.

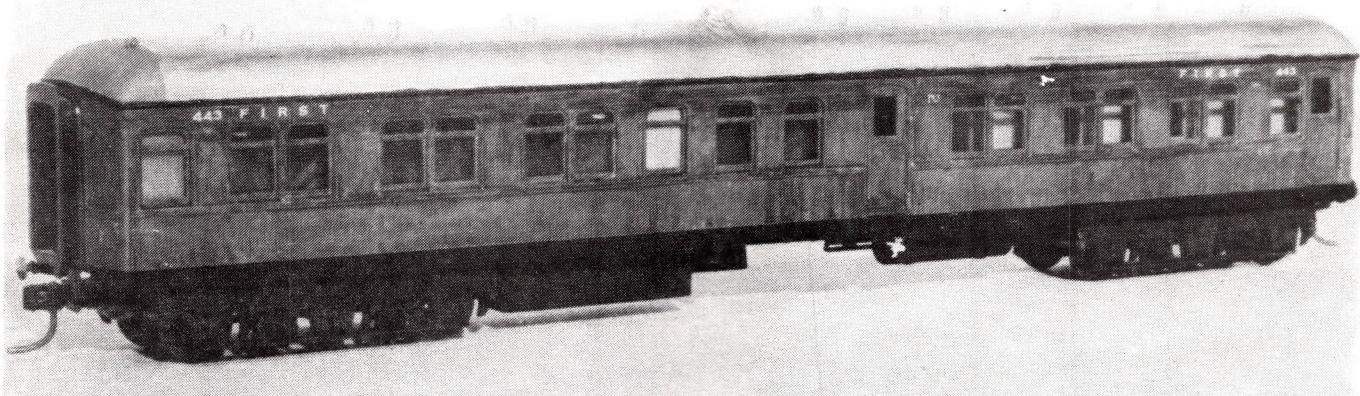


1640 at Thangool. Here it
is easy to see why the
branch is closing. Train
consist of 5 roadside
water gins, empty cattle,
open and box wagons. No
profit in this load.

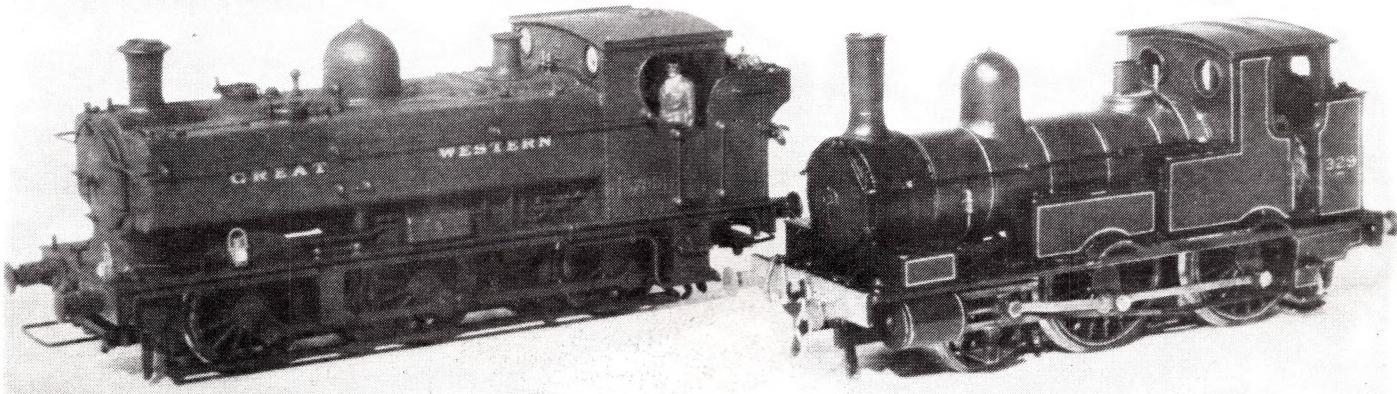
NSW OPEN MODELLING COMPETITION



1239 locomotive as delivered to NSWWR. Scale O gauge. Wheels commercial casting from years back, but everything else is scratchbuilt from brass. Winner Scatchbuilt locomotives competition.
Bert Hetherington

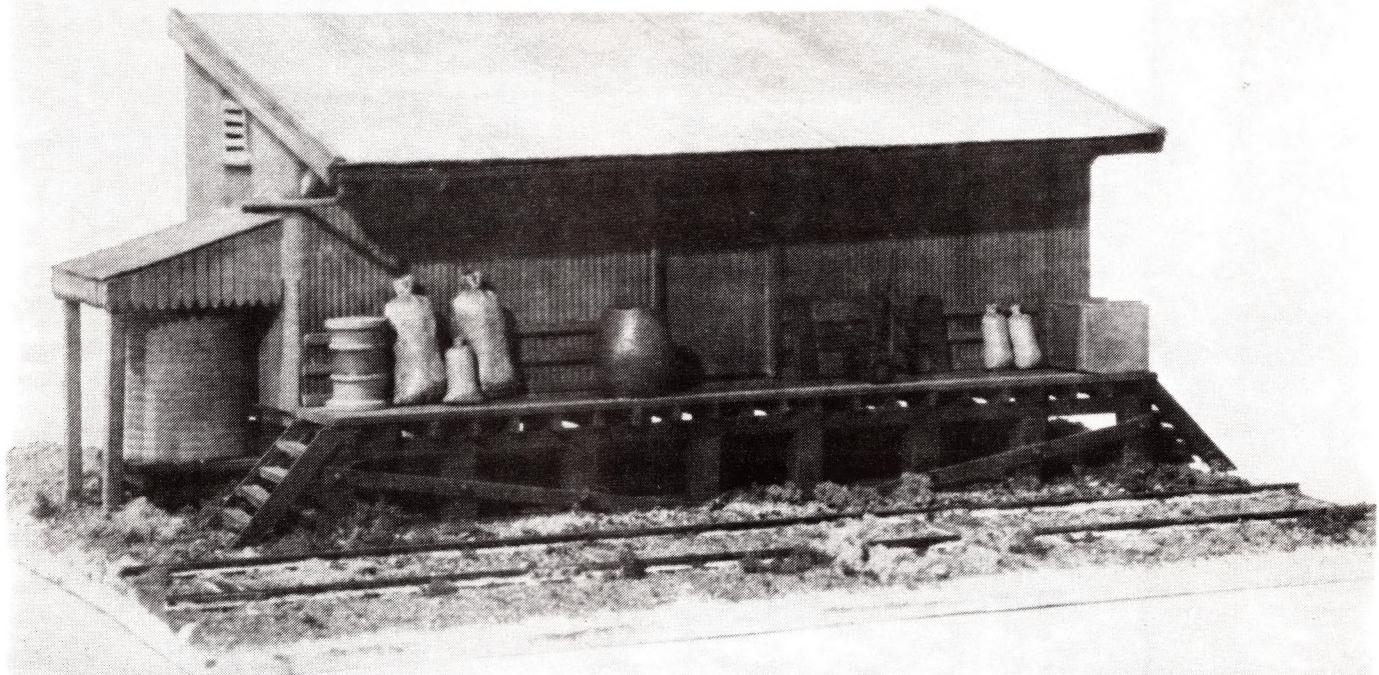


NSWGR 72'6" passenger car as running in 1950s. Built from sections of Lima TAM or MBE and styrene sheet. Scale HO. Alex Brown

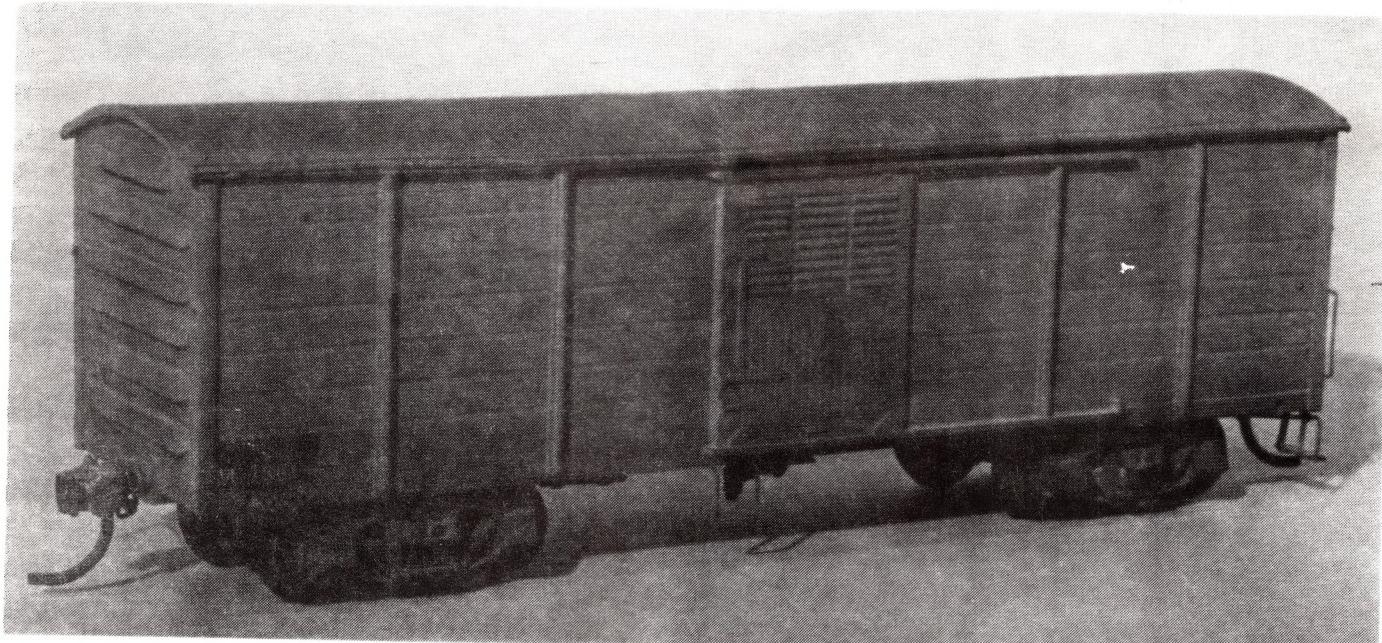


Great Western Pannier 57XX as in late 1920s era. Scale 4 mm = 1 foot. Mainline Pannier superdetailed lamp irons, handrails, handles, sandbox rods, crew. James McInerney

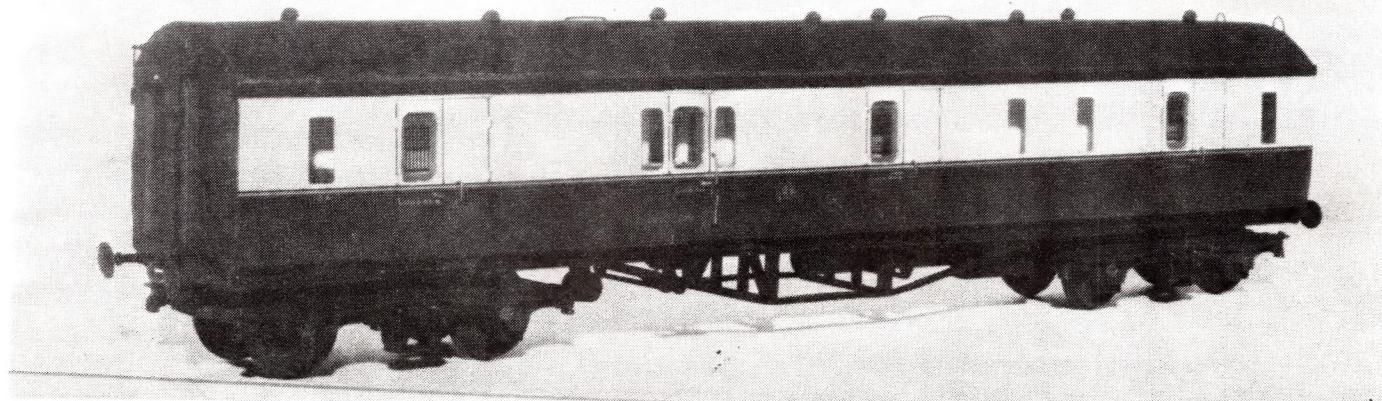
London South Western Railway Beattie 'Well Tank' 0298 class. Scale EM gauge. Wheels and motor gears commercial, all else scratchbuilt. Peter Betts.



G1b Standard NSW Goods Shed as in 1950s. Scale HO. Structure of corrugated aluminium and card, wood strip, various other items. James McInerney



South Australian Railway M Van as running in 1960s. Superdetailed BGB kit. Scale 3.5 mm = 1 foot. James McInerney

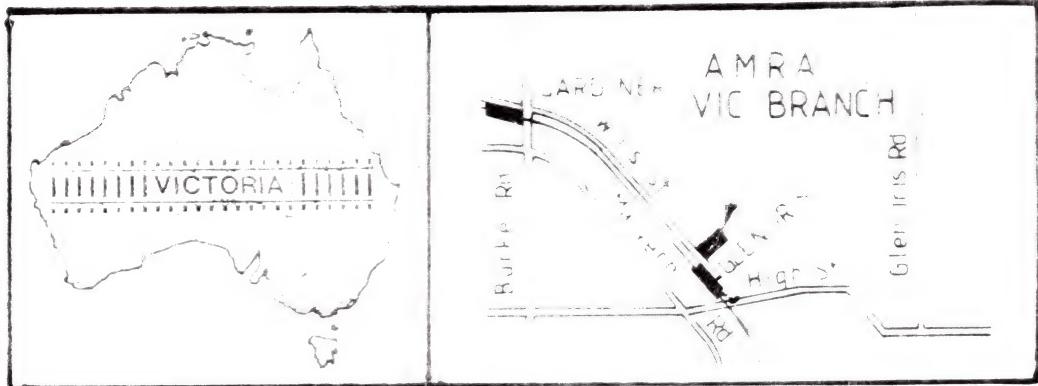


Great Western Full Brake Coach of early 1930s. Scale 4 mm = 1 foot. Originally an MAJ kit. James McInerney

STATE



NEWS



THE PRESIDENT'S PIECE

With the festive season rapidly approaching, it's time to think of what to give, and, of course, what you might like to receive. If you haven't already done your preliminary negotiations, then it's high time you did. As an added incentive to buy now, the sad fact is that as from 1 January 1988, all model railway items imported into Australia will incur a duty of 25%. For European and American modellers, this additional impost will add a substantial amount to the cost of a loco, carriage or whatever. Don't say you were not warned.

It would seem the series on television of Thomas the Tank Engine has captured the imagination of the young (and not so young), as it is well nigh impossible to purchase a model of Thomas in Melbourne at the moment. Bowing to pressure from the kiddie power group, we have managed to secure one example of Thomas to run on our 'U' Drive layout at Camberwell next year. We are now trying to get a train to run with the engine. Apparently there are other engines in the TV series that Hornby have, or will produce, and it is hoped we can get copies of these when they become available. I must confess to not having seen Thomas, my TV viewing being very restricted. Naturally we all hope that some of the littlies who own a Thomas will one day be able to carry on the great hobby of model railways with all its diversity.

While still on the subject of things British, our Guest Speaker for the September meeting was Peter Pay. Peter is a Senior Operations Consultant with Transmark, and, in conjunction with Lawrie Hall (also a Senior Operations Consultant with Transmark), is advising V/Line with the restructuring of the Freight Operations Co-ordination and the Operations, Scheduling and Control Departments. The title of Peter's talk was 'My Railway' and in his address he went through his railway career, starting at the time when his railway was called the London Midland and Scottish which later became part of British Railways. For all the BR fans, and expatriate poms, it was a night of nights, even for those with a leaning towards things green and GWR emblazoned upon them. Stewart Westerman, of course, was over the moon, and even Gordon Fox, who salutes whenever you mention LNER, was suitably impressed. For those of us of other persuasions, it was still a very enjoyable evening, especially at the conclusion when Peter showed a video made in 1975 which was aimed at gaining support for the Channel Tunnel Railway.

As an afterthought, we could get Gordon Fox to give us a talk on how the LNER could have been a great railway. Handkerchiefs will be provided by the COM.

At the same meeting it was interesting to note the number of apologies for people who were 'over there'. It must be a good place to visit this time of the year (August-September). Something to do with the weather I guess. Why else would people undertake a journey of 16 000 km and spend large sums of hard earned money just to say, I've been there. As Peter Pay said at the meeting, "some of your members have been there more times than I have".

To the local rail scene, and as from 3 August 1987, the Cowwarr - Maffra line was closed. Not long after the Bairnsdale - Orbost line suffered the same fate. On a more positive note, the new Echuca rail bridge will be opened in time for the 1988 grain season. This will mean that X class locos and VHGY VHYY bogie hoppers will be used from then on. The offset of this will be that the fleet of GH four-wheel hoppers will no longer be required. The same will apply to the KMQ four-wheel flat wagons (used to transport containers loaded with export rice). It is proposed to convert VBBX and VLCX wagons to make up for the scrapped KMQs. The converted bogie flat tops will also be used to carry sleeper discharge containers as a large portion of V/Line's sleeper requirements come from the Echuca area.

Forthcoming Dates. Please keep in mind the Working Bee on 15 November. We would like to finish the task of derusting, priming and painting of our building's roof. With more consistently good weather expected then, and if enough people turn up, we should be able to do the lot in the one day. However, don't expect the members of committee to do everything around the place. As this is the last Journal for 1987, may I take the opportunity on behalf of the Committee of Management to wish you all a very Merry Christmas and a Happy New Year.

Geoff Brown

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LIBRARY NEWS

No blare of trumpets from the Library this time, no blockbusters, but several little booklets on a wide range of topics.

Two contributions to local history were written up in the hobby press as worthy of note by narrow gauge tramway modellers. They are Alum Mountain, Buladelah by Ted Baker, which mentions and illustrates the incline used to bring loaded

skips down the mountain, and Timber Tramways on the Atherton Tablelands by Les Pearson, which does the same for the various wooden tramways used to bring in timber when roads were impassable in the wet. More photos in the latter, but the printing process in neither is adequate for half-tone reproduction, and the texts are collections of undigested gobs of reminiscence. Still, they give the flavour, and they were cheap.

More reminiscence (and unfortunately, more cheap printing) in Mark Tonson's Driving Trains the Australian Way. The author began as a trainee engineman in 1968, and drove NSW steam and two generations of diesels before leaving to become a minister of religion. The story is, quite properly, undramatic, but is still very readable; another reminder of the conditions our railwaymen worked under such a short time ago.

Rails to the Top End by Robin Bromby (Cromarty Press) is out in a revised edition, up-to-date and with new photographs, good ones, too. What else is new? More promises to build the line to Darwin?

Adelaide to Melbourne 'or bust' by Frank Bound began as a history of Nhill, but was expanded to become a brief, but interesting history of the railway construction proposed, opposed, and finally built through the Wimmera. Good reading.

Two more Railmacs. C17, an Ipswich Portfolio is a collection of excellent photographs of the Queensland loco class by John Burgess, published in 1982 and somehow overlooked at the time. Beyer Peacock in South Australia by Steve McNicol has a two-page history of the company, six pages of photographs of their products (none in South Australia) and a four-page register of the products that were run either by SAR or by South Australian companies.

The British War Office in the years before the First World War put their faith in cavalry and motor lorries to supply them. Flanders mud, of course, virtually brought the supply network to collapse, a situation retrieved only by the introduction of light railways. Keith Taylorson in Narrow Gauge at War (Plateway Press) tells the story briefly, simply and well, then turns the book over to a fine collection of photos, British, Canadian, American and Australian; each photo with a long and informative caption. It's a most useful format, and it makes a fascinating little book. Well produced, too.

Six of the little locos in fact came to Australia and perhaps still be preserved here.

Brian Southwell
Librarian

***** ***** ***** *****

OPEN DAYS

(Saturday 29 and Sunday 30 August 1987)

Held in the Clubrooms at Glen Iris between 10 am and 5 pm on the above days.

During the days, 564 adults and 308 children attended, which compared to 1985 figures of 686 adults and 360 children. The drop in attendance was probably due to the road works in the vicinity.

A kiosk was operated with sales being very good, accounting for 29% of total receipts.

On the main layout, Australian prototype was operated, while English prototype operated on 'Modrail' situated in the new extension.

In the upstairs hall, Neville Scantlebury's American HO layout 'Little River' was featured, together with Rex Little's HON 2½ 'Littleheap', Bill Morehouse's HO 'U drive' and N scale layouts of John Harvey and Arthur Jenkinson.

Roger Lloyd undertook modifications to "Barney's" layout, while Graham Nitz, Graham Stock-

feld and Rob Bogie performed 'kit building', etc.

Displays of models and other memorabilia were arranged by Rob Bogie, Graham Stockfeld, Graham Nitz and Frank Sheeran.

During Sunday, Andrew Rule and a photographer were present gathering information for an article on the hobby being prepared for 'The Herald'.

Many members gave a great deal of their time and effort to make this a successful event, and my personal thanks go to these people.

The effort in presenting these 'open days' is still being well rewarded compared to the costs involved, and the Club should continue to organise such days. The latest days netting some \$850 after expenses for the layout coffers.

R J Marsden

***** ***** ***** *****

GENERAL NEWS

September meeting brought us a talk on his experiences on British railways from an overseas visitor, Peter Pay. Peter is in Victoria for a time in a consultant capacity to V/Line, and kept us entertained for the evening with his reminiscences.

Competition Results

Photograph - Track Maintenance Vehicle
Slide - Greg Attrill 90 points

Modelling - Open Categories

Kitbash SAR flat wagon FBX 20 (modified from Lima 50 flat wagon) - John McClure 86 points

October meeting's item was a video night. We witnessed steam operations on the Lickey Incline on the Birmingham-Gloucester line, and were taken on a tour of some famous American model railways. We were able to travel on the Delta Lines, the Gorre and Daphetid, Cumberland Valley, Sunset Valley, Denver, Rio Grande and Wester, San Juan Central and Great Southern (Texas) Railroads.

Competition Results

Photographic - Model Structure
Slide - Stuart Westerman 90 points

Modelling - Australian Produced and Other Kits
Australian - John McClure - Culvert 87 points
Other - Bill Secker - LNER articulated suburban coaches 95 points

Peter England has returned from a trip to Britain and brought news and greetings from Jim Scott who is presently modelling in O gauge.

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ANNUAL EXHIBITION : MARCH 1988

The 1988 Exhibition will be held at the Camberwell Civic Centre from Friday 11 March to Monday 14 March. The times are as follows:

Friday and Saturday 10 am to 10 pm

Sunday and Monday 10 am to 7 pm

John Frost is again roster supervisor; if you are able to assist with the AMRA duties, make yourself known to John at any General Meeting, and put your name on the roster. If you cannot get to a General Meeting, but wish to help during the Exhibition, ring John on 848 2236 (7-9 pm only).

The Committee has decided to charge \$2.50 per meal for all meals served in the Church Hall during the 1988 Exhibition. You are under no obligation to purchase meals, and you are welcome to bring your own food and refreshments to the Church Hall during meal times when tea and coffee will be provided free of charge. Afternoon tea will also be available free of charge.

As usual, an open modelling competition will be run in conjunction with the Exhibition, and

models will be accepted at the information centre at Camberwell on Thursday 10 March between 6 and 8 pm.

We will need assistance at the Clubrooms at 8 am on the Thursday to load and transport exhibits to Camberwell, and at the close of the Exhibition to pack up, so please keep it in mind when filling in the roster.

Bob Edwards
Exhibition Manager

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PROGRAM

DECEMBER

- | | |
|---------|--|
| 6 Sun | Timetable Operation - Club (USA) equipment - 1.30 pm |
| 10 Thur | General Meeting - Christmas Meeting (Running Night) |
| | Model - Kit Built i Australian
ii Other |
| | Photo - Railway Miscellany |
| 13 Sun | Observation Run - from Clubrooms 10 am |
| 27 Sun | Running Day - your equipment - 1.30 pm |

JANUARY 1988

- | | |
|---------|---|
| 3 Sun | Timetable Operation - Club (UK) equipment - 1.30 pm |
| 14 Thur | Running Night - NO COMPETITION |
| 31 Sun | Running Day - your equipment - 1.30 pm |

LOCO HAULING COMPETITION HELD ON 13/8/87

The locomotives were tested by being divided into four categories:

- 'A' STEAM with traction tyres
- 'B' STEAM with no traction tyres
- 'C' DIESEL with traction tyres
- 'D' DIESEL with no traction tyres

Each engine was weighed then placed on a level track coupled to a twine that carried a pan and coins whose weight pulled on the locomotive drawbar after passing over a pulley at the end of the track.

The pan was loaded as the locomotive ran forward until it was judged to be unable to proceed, whereupon it was reversed until the pan came to rest on the scales: so the maximum drawbar pull was measured.

All locomotives were equalised by expressing the result as follows:

$$\text{Drawbar efficiency (\%)} = \text{Pull (g)} / \text{weight (g)}$$

Members' interest was held throughout, even though some were chatting quietly or imbibing supper a trifle early while watching. May be we are all sadistic, as even the winning locomotives were brought to their knees eventually!

The winning locomotives were as follows:

- 'A', 24%, Airfix 0-6-0 4F - G Stockfeld
- 'B', 28%, N2 - R Little
- 'C', 45%, GM, Lima 2 motor - W Brisbane
- 'D', 40%, T363, Train World - J Gardner

It appears that neither adding weight beyond an optimum amount, or traction tyres, will guarantee success.

Class 'A'

24%, 78g, 320 g, Airfix 0-6-0 4F

Class 'B'

28%, 105g, 379g, N2
25%, 371g, 1470g, LNER U1 Garratt
21%, 54g, 253g, Stewart AS 616
0%, 0g, 89g, Airfix pug

Class 'C'

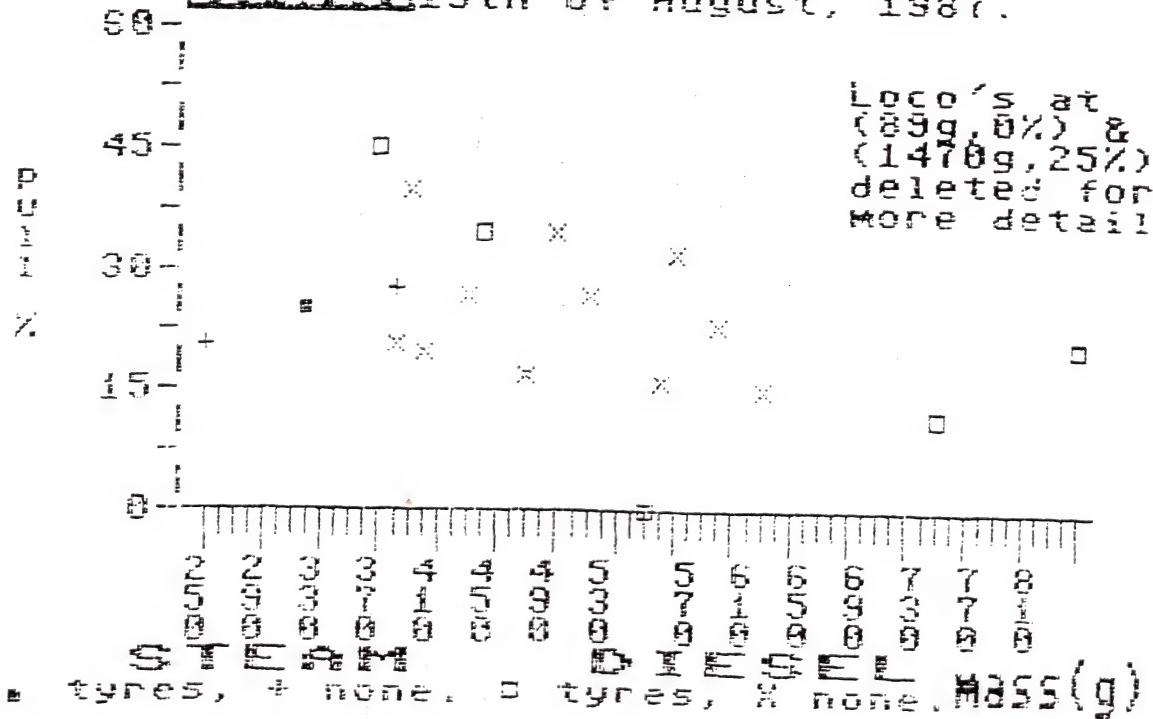
45%, 168g, 372g, Double-motored Lima 'GM'
35%, 174g, 439g, Fleischman Bo-Bo
21%, 182g, 853g, Double-motored Triang 'B'
12%, 93g, 751g, Deltic
0%, 0g, 554g, Lima 44, $\frac{1}{2}$ gearing

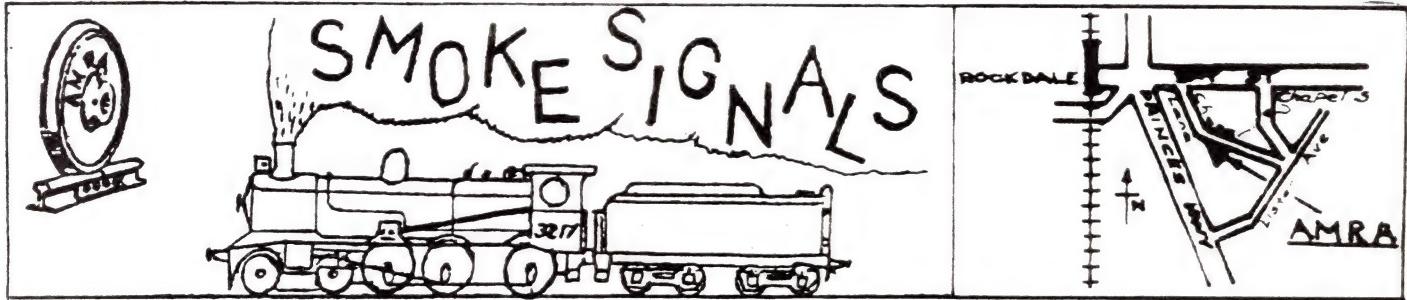
Class 'D'

40%, 158g, 393g, T, Train World cast metal
35%, 172g, 488g, Al23, BGB epoxy
32%, 180g, 569g, Mansfield 43 class
27%, 114g, 428g, Atlas 3D 40
27%, 135g, 508g, Athearn F7
23%, 136g, 600g, BGM G class
21%, 79g, 376g, Atlas RS 11
20%, 79g, 398g, Atlas S 2
17%, 80g, 471g, Atlas H10-44
16%, 91g, 562g, BGM C class
15%, 85g, 631g, Mansfield 40 class

John R Gardner, BSc(HONS)

Loco haulage tests 13th of August, 1987.



**FROM THE PRESIDENT**

Greetings and best wishes to all members and their families for the Christmas and New Year holiday season from the Committee of Management and myself.

The Annual Dinner will be held at the Clubrooms on Saturday 5 December. The cost will be \$10 per head, and it will be limited to 50 persons. Full details available from your committee members or the Clubroom notice board. You may book by contacting the Secretary or any other committee member.

The 1987 NSW Branch Exhibition is now history, and with over 60 stands, was the largest ever. The standard of the exhibits was good and the Exhibition can truly be claimed to have been a success, but the attendance was down by approximately 15%. Just what effect the school holidays had can only be conjectured, but we know they were responsible for some of our regular voluntary workers being missing this year.

Your Committee of Management will be analysing the results to determine ways of overcoming the staffing shortage which was acute on the Monday.

The Association is deeply indebted to John Skilton as Exhibition Chairman, and to the volunteers who worked so hard, some of them over a four-day period. It was good to welcome so many interstate visitors - they came from Queensland, Victoria and Western Australia - and a special word of gratitude to those who assisted in manning the Exhibition.

A further report from the Exhibition Chairman appears elsewhere in Smoke Signals.

Little progress has been made on the HO Club layout since the last report as Norm Read, the Chief Engineer, has not been around to direct the work force. Norm has been very busy with his work for the Federal COM as well as having health and other problems. It is hoped that work will resume in the near future.

An open discussion was held at the Clubrooms on Saturday 15 August to give members an opportunity to ask questions and make comments on the construction of the new HO layout. All points were satisfactorily resolved, but it seems that the most critical members are among those who are doing little or nothing to help in its construction.

Please note that the next Auction will be on Saturday 16 January 1988 - this is because the Christmas Dinner is on the first Saturday of December and Christmas Day is the third Saturday.

Once again, wishing you the season's greetings, and remember have fun with your model railways.

Bob Wardrop
President

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EXHIBITION REPORT : 1987

The 1987 Sydney Model Railway Exhibition was the 25th to be promoted by the NSW Branch. It was by far the biggest, having some 59 exhibits.

The range was varied, the smallest locos being Marklin Z gauge and running through to the 7 $\frac{1}{4}$ " live steam locos. One very interesting feature was the running of a live steam locomotive in the hall. It was surprisingly quiet, except for the whistle which caused some complaint from adjacent exhibitors. It was regrettable that the locomotives built by the late Arthur Sherwood were not present, and the new owners have assured me that they will be available for next year. There were many new layouts, and it was good to see a resurgence in the 0 and 1 gauges. The most popular gauges were N and HO, and it was good to see several new layouts, together with some old favourites. It was good to see that the stands dealing in secondhand items were very popular, and always seemed to have a crowd around them. I strove to give this Exhibition the best possible balance in all aspects of railway modelling, and, on reflection, I think I might have achieved this.

John Skilton
Exhibition Chairman

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N SCALE REPORT AND MONOLOGUE DERIVED THEREFROM

All the work is progressing rapidly on the layout. All the Peco point motors have been installed and the control panels are in place. These will feature multicoloured LED displays for ease of operation. Wiring is well underway. Almost all of this was achieved by Dave Bennett and Neil Watson with regular, steady, relatively undisturbed work. But the most singular development in the past month has been the artistry of Mrs Val Bennett, which has changed the look of the entire Clubrooms already. What she calls the 'first coat' is in fact a breathtaking sweep of cobalt heavens across seven metres of plywood sky. Over the base of the main station area she has quite spontaneously driven brooding storm clouds with a distant flash of lightning. A wonderful combination of poetic vision with large 'canvas'.

Already, in a feeble attempt to complement this painted wonder, is forming a polystyrene landscape. These will not be covered with plaster until their make is satisfied with their framing of the railway. After all, scenery only looks really good if that rhythm, that sense of proportion, is achieved. From every angle possible, the landscape should appear to compose itself around the tracks, and yet there should be a motive for every gradient, curve and cutting. This is difficult to accomplish on a table top layout, but our 7 m x 5 m layout plan gives plenty of scope for this.

Contrary to what some may think, it is possible to have station platforms too long, yards too massive and valleys too deep. The point is, that as well as completely overwhelming the models that run on it, an oversized layout can also overwhelm the people watching the models. The good thing about models of anything is that it gives

you the chance to see and enjoy much more of the prototype and its total look.

All of this should be considered when planning a layout, whatever the size. Is there enough scope for the scenery to make the looks interesting? Is the plan too complicated for the area? Looks aren't everything - but they sure do help.

Glenn Watson

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STATE OPEN MODELLING COMPETITION

The first AMRA NSW State Branch Annual Open Modelling Competition was held at the Exhibition in the E G Whitlam Centre on Saturday 3 October 1987. Due to insufficient publicity (my fault), and lack of experience of the organiser, it was a quiet affair. So quiet was it that there was only a true competition in one section - that of scratchbuilt locos. Bert Hetherington with his O gauge 30 class, featured on these pages. He was accompanied by Peter Betts' EM gauge loco and Phil Badger's N scale 3042. The most prolific modeller in this competition was James McInerney (so what else is new?), and he proves that one can be industrious and also turn out models of extremely high quality. So now you all have a year's warning. Make some good models! Now that it's an open competition, there are many more people to earn the prestigious Certificates of Entry in 1988.

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MODELLING COMPETITION

These competitions should be fed intravenously in an oxygen tent! The dare in last issue about older modellers was objected to by some voices in the Club, but it has proven itself this time too. Roy and Brett again were the only entrants in the modelling competition held on Saturday 17 October. They both did well.

Your last chance to redeem yourselves will be on Friday 22 January 1988, before the points

are tallied and the prizes are presented at the NSW Annual General Meeting.

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ANNUAL CHRISTMAS DINNER

This will be held on Saturday 5 December at the Rockdale Clubrooms as in past years. The food is always good, and this time it promises to be even better. The fare consists of: lasagne for entre, turkey with salad for main meal, and plum pudding and ice-cream for sweets. All this is only \$10 per mouth. But only 50 people will be seated at this dinner, and it is bound to be very popular. The closing date for bookings is Friday 27 November, which is the members' slide night, and after this date, ABSOLUTELY no late bookings will be accepted.

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PROGRAM

DECEMBER

5 Sat Annual Dinner
11 Fri Layout operation
19 Sat Layout operation
25 Sat Christmas Day - no meeting

JANUARY 1988

2 Sat No meeting
8 Fri Layout operation
16 Sat Auction
22 Fri Modelling Competition

FEBRUARY

6 Sat Layout operation
12 Fri Layout operation
13 Sat AMRA/SCMRA Modelling of NSW Combined Clinic
20 Sat NSW Annual General Meeting
26 Fri Layout operation

AMENDMENTS TO CONSTITUTION AND
ARTICLES OF ASSOCIATION.

I show hereunder the result of the ballot. The total number of Ballot forms received was 91.

<u>CLAUSE</u>	<u>YES</u>	<u>NO</u>	<u>INFORMAL</u>
(1) Additional Clause to 2(c)	85	6	-
(2) Clause 13(A)	79	12	-
(3) Clause 31(c)	80	11	-

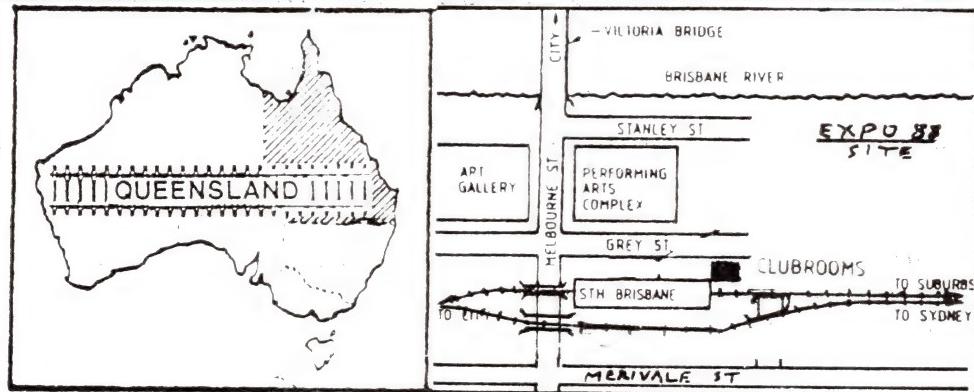
Yours faithfully,

M. R. Goldwitz.

M.R.GOLDRICK
SCRUTINEER

J. S. Nightingale

C.T. NIGHTINGALE
RETURNING OFFICER



PRESIDENT'S PIECE.

I recently had the good fortune to be in Sydney for the Model Railway Show, and although I am not a NSW modeller, I was very impressed with the quality and quantity of the NSW layouts on display. If my memory serves me correctly there were seventeen layouts featuring the NSW railways. My first thought on leaving the show was to get back to Brisbane as fast as I could and sell off my yankee equipment, and throw myself into the establishment of a NSW layout. Fortunately or unfortunately, depending on how you look at this situation, it took me four days to get home, time to calm down and think things out. I have now decided to stick to my US equipment, well at least anyway until the next time I attend the Sydney Model Railway Show, and then alas I will probably go through the same business again. Will I or Won't I? When Malcolm Fraser once said "Life wasn't meant to be easy.", He sure knew what he was talking about.

All jokes aside, the people who built and operated the NSW layouts on display are to be congratulated for the quality of their layouts. My personal favourite would have had to been the layout featuring the area around the South MAITLAND Railways. Beauty is in the eye of the beholder and through my eyes this layout was magnificent.

Whilst at the show amongst the books I had a look through was one that really stands out titled "The Railway Art of Kenneth G. Bowen.". This book featured drawing and paintings, both steam and diesel locos and other railway related subjects of the New South Wales System. One does not have to have an interest in the NSW system to appreciate the beauty of this book. I would like to suggest to you that you put it on your Christmas shopping list. Here in Brisbane, my copy came from the Queensland Book Depot, in Adelaide street. In certain anyone fortunate to get a copy of this book will not be disappointed with it.

At the AGM held on the 22nd of October Neil Johnman and Jim Fainges stepped down as Committee men, while Ken Edge-Williams retired as our Journal Reporter. I would sincerely like to thank these three gentlemen for the contribution they have made to the branch. I would like to take this time to welcome Jim Bilby and Keith Trueman onto the C.O.M. as Committee men and Ted Ward who will be our new journal reporter.

While on the subject of the AGM I would like to say how pleased I was with the number of people who turned up for the meeting and slide competition conducted by Jim Bilby. I really think every one present enjoyed themselves.

Finally to all those present at the AGM, many thanks for returning me for a second term as President. I have enjoyed my first year in the job and I am looking forward to the challenge of the second year, so until next time, to all members and their families, warmest wishes for a very happy and safe Christmas,

Bob Mawson.

ANNUAL ELECTION FOR 1987.

There was a huge attendance at the Annual General Meeting and the officers elected for the 1987-88 period were as follows

PRESIDENT	Bob Mawson
VICE PRESIDENT	Geoff Perkins
SECRETARY	Jim Christie
TREASURER	Arthur Hayes
COMMITTEE	Jim Bilby
	Steve Malone
	Kieth Trueman
LIBRARIANS	Tony Weber
REPORTER	Debbie Malone
	Ted Ward

After the elections we had the slide quiz by Jim Bilby and slides from Flinders St to Great Western Locations of UK and all spots between. He even threw in curly ones, and many people were surprised they were wrong but protest were to no avail as they were wrong as the books said so. It just seems impossible that Jim can keep finding new slides to trick us with, he must spend all year looking. Well done Jim.

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SPECIAL BIRTH NOTICES.

James and Andrea Yuille, one of our 'N' thusesatic modellers have great pleasure in announcing their latest model, Son Andrew James, born at 7.17pm on the 30th September. weight 7lb1½oz or for the metric freaks 3220 grams.

Our congratulations are extended to the happy couple on the success of their first project of this size and maybe more members for the club will be on the way one day?

James remarked that this model is different from his past hobbies as when you turn the trains down they stop, but unfortunately not so with this super sized edition, but alls well as James get up each night and changes the baby and does the washing and all that, don't you James?

On the same matter it seems that Neil Johnman is retiring for more than one reason, that is if we assume that his wife Julie is not just overeating too much. Congratulations to these pair also, and maybe the curse of the boy babies of AMRA QLD. can be broken on this attempt.

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BRANCH TIMETABLE

As this is the Christmas period there usually is no scheduled meetings during December and early January, although there usually will be someone at the Clubrooms on the normal meeting times to allow running and talk or workshop sessions. A full list of the meetings for 1988 will appear in the next Journal.

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MODELLING COMPETITION.

The Queensland Branch's annual modelling competition on September 17th turned out to be a most interesting and well attended night. 8 Members entered 19 models in the 3 catagories; Locomotives, Rollingstock, and Structures.

Voting was by popular choice via secret ballot and proved to be as successful and enjoyable as ever. Special awards were supplied by the Federal Body for first places in the locomotives and structures catagories, with certificates being issued with all prize winners.

Details of entries.

1. LOCOMOTIVES AND RAILCARS.

1st Place Glen Wright with his Sn3½ QR 1460 class diesel no 1471.

This was a very well detailed styrene model with a turbo boosted bi-directional smoke unit and many other features.

2nd Place Kieth Trueman with his HO VR T class No T410 Diesel. Another detailed styrene model using his own castings and 2 spuds for power.

3rd Place Steve Malone with his Sn3½ QR C17 class 4-8-0 No 974. This was a hand built brass loco of one of the QR tour locos.

Other Entrants

Jim Christie with his HOn2½ tank loco. This was a fine styrene model built on a lilliput chassis of an 0-6-2 type.

Steve Malone with his Sn3½ QR BO BO BO 3501 Electric loco. Styrene model on lima mechanism.

Jim Fainges with his On2½ Class A shay. A roundhouse shay kitbashed with a scratchbuilt 2 cylinder engine fitted.

Paul Scrivens with his Sn3½ QR 1600 class no 1605 Diesel. Styrene on lima.

Paul Scrivens Sn3½ QR 1200 class diesel no 1208. A styrene and perspex model on an Airfix mechanism.

Jim Fainges with an On2½ detailed freelance railcar. Certainly an interesting model built on a HO diesel mechanism.

ROLLINGSTOCK.

1st Place Glen Wright with his Sn3½ DDM, a QR double decker motor car carrier in the Queenslander colours. A super brass model.

2nd Place This was a tie between Jim and Kieth.

Jim Fainges with his On2½ gondola with a dirt load. a very interestingly detailed model.

Kieth Trueman with his HO VR VFSX Coil Steel Wagon. A neat styrene model.

3rd Place Neil Johnman with his Sn3½ QR T ballast plough wagon. A neat styrene model of a four wheel wagon.

Other Entries

Neil Johnman with a Sn3½ HJS gondola wagon of QR prototype.

Jim Fainges with On2½ wooden combine.

Jim Fainges with an On2½ wooden box car.

Neil Johnman with his Sn3½ QR SVX stainless steel suburban van.

- 2nd Place Jim Fainges with his On2½ Enclosed coal stage. Another fine wooden model with interesting features.
- 3rd Place Jim Fainges with his On2½ Engine shed and workshop. Another fine wooden structure with fine detail.

Each year seems to see the standard of the competition getting higher, which makes the judging even harder for the judges. Also this year it was unusual in that there were no NSW models. What about it boys, maybe next year. Congratulations and thanks to all participants and hope to see you all at next years competition,

Steve Malone.

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STATION TALK.

Well it has certainly been quiet around the place lately in regard to news, but even though there has been some activities.

Steve Malone attached brass corner strips to the edge of the work bench to protect it and also make a nice angle bending place. This was even though he has shifted house up the road and closer to the rail line. Debbie seems satisfied with the place, Steve with the location.

Paul Scrivens has shifted now also and is living near the Lawnton station so once again is satisfied with the location.

It was good to see Eric Lyons back after his 20 weeks or so in UK visiting the old country with wife Daphne. Now Eric is home he might be able to rest at last after commencing his retirement earlier in the year. Certainly been some changes in the BR since Eric was there last.

Talking of changes, some of the modellers of QR are realising that the railway that they model is virtually extinct. Soon nearly $\frac{1}{2}$ of the major QR lines will be electric and nearly all the four wheelers will be gone and branch closings etc, what we have left is a new super smooth system with fast freights and heavy mineral hauls. Better start photographing those locos as many are heading for the scrap heap.

Border loop camp was a quiet one this year with many different events stopping attendance although Eric Lyons, Steve and Debbie Malone and Jeff Rosenberg went down for the day.

Seems there has been some new road improvements to remove curves but not the roller coaster effects. Also Border Loop station is now closed so no visits to the friendly singal box any more.

Don Warn is still travelling around aussie somewhere, while Arthur Hayes has been to Roma and Charleville and Bundaberg with the Main Line Electrification layout.

Kerry Hayes gave us all a scare when she was rushed to hospital with pains and operated on straight away to stop internal bleeding but home safely and resting well with Arthur doing all the housework.

The Auction was again a profitable day for the club and following the new methods of auctioning all had a fair go in selling their stuff. Now we go through selling the first 25 items of every persons lot and then go back and sell the 2nd 25 items etc. The ladies fed us well again and as usual the Auctioneers Bob and Don conned oops I mean encourage people to buy the stuff they really didn't want. Well it can come back next year.

Many bargains were available this year and there were even some super detailed models at an extremely low price available.

This will be a sad month for us as once again Roger Kershaw will depart for the siberia of the

STRUCTURES

1st Place Brian Daly with his HO Quarry Sorting Bin. a fine wooden model which was featured in the AMRM.

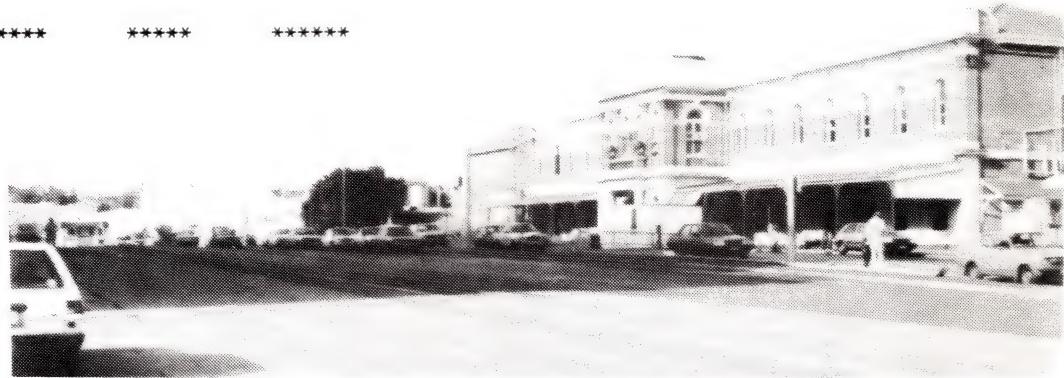
south, Canberra, and we will lose the company of Roger and his excellent NSW models that he brought into the clubrooms to run. Best of luck for the future Roger.

Well its time to go again and I take this opportunity to wish all a very Happy Christmas and a exciting New Year to you all from the office holders of the Branch and remind you that next year is and exciting one for you all as we will have the Expo 88 on our doorsteps.

QLD BRANCH NEW CLUBROOMS

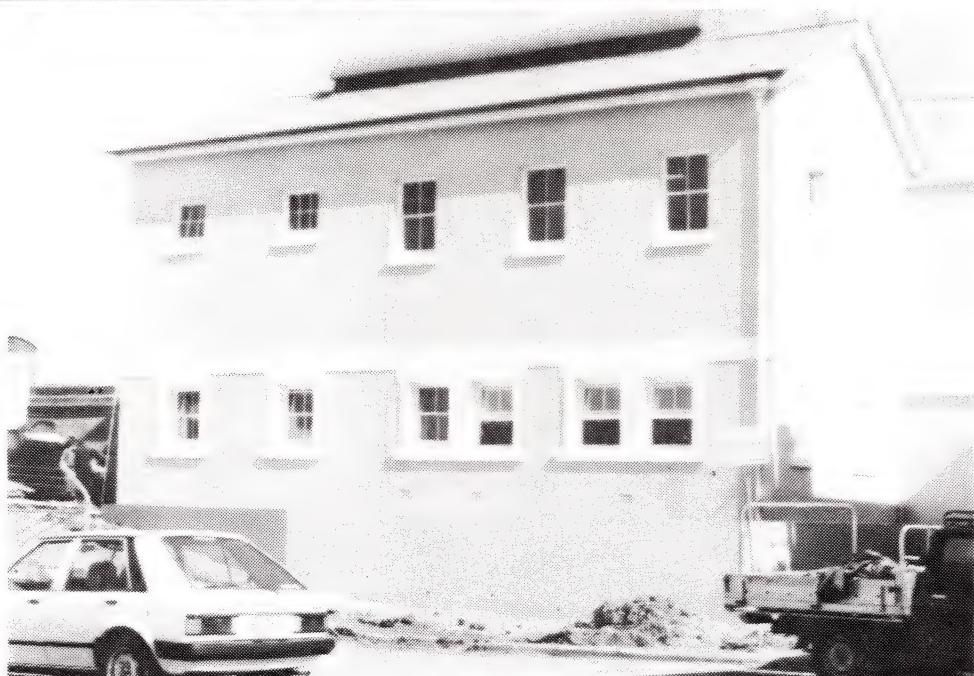
General view of South Brisbane station with the clubrooms at the far left end of the station and Expo 88 site all around and in background.

Photo by Steve Malone.



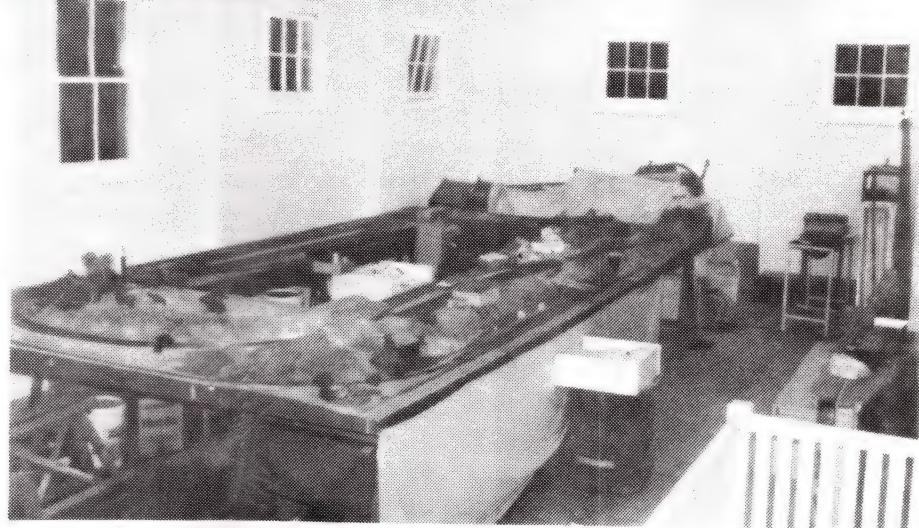
Clubrooms while under renovation.
Photo by Ted Ward.

Clubrooms upon the major part of the renovations finished. Outdoor cafe as a part of the Expo 88 will be at right hand side of building.
Photo by Steve Malone.

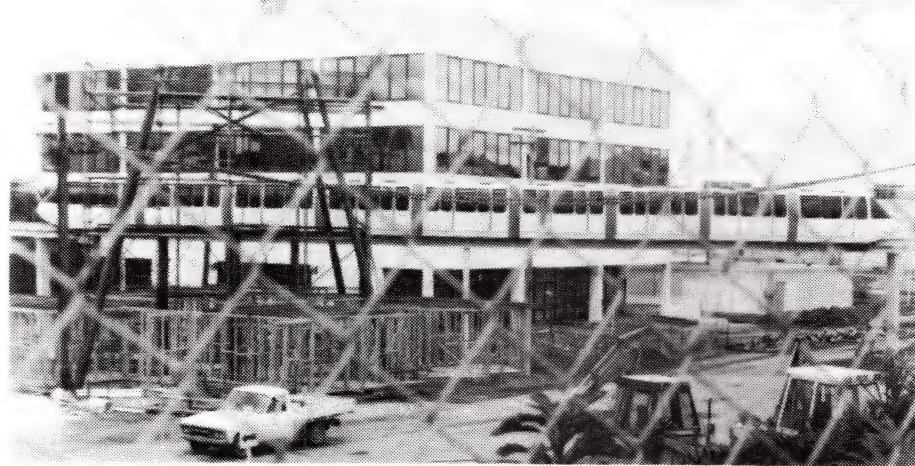




Debby, Kerry, Lorry and Julie (back towards us) washing up at the kitchen sink in new kitchen.
Photo by Ted Ward.



Upstairs layout room.
Photo by Steve Malone.

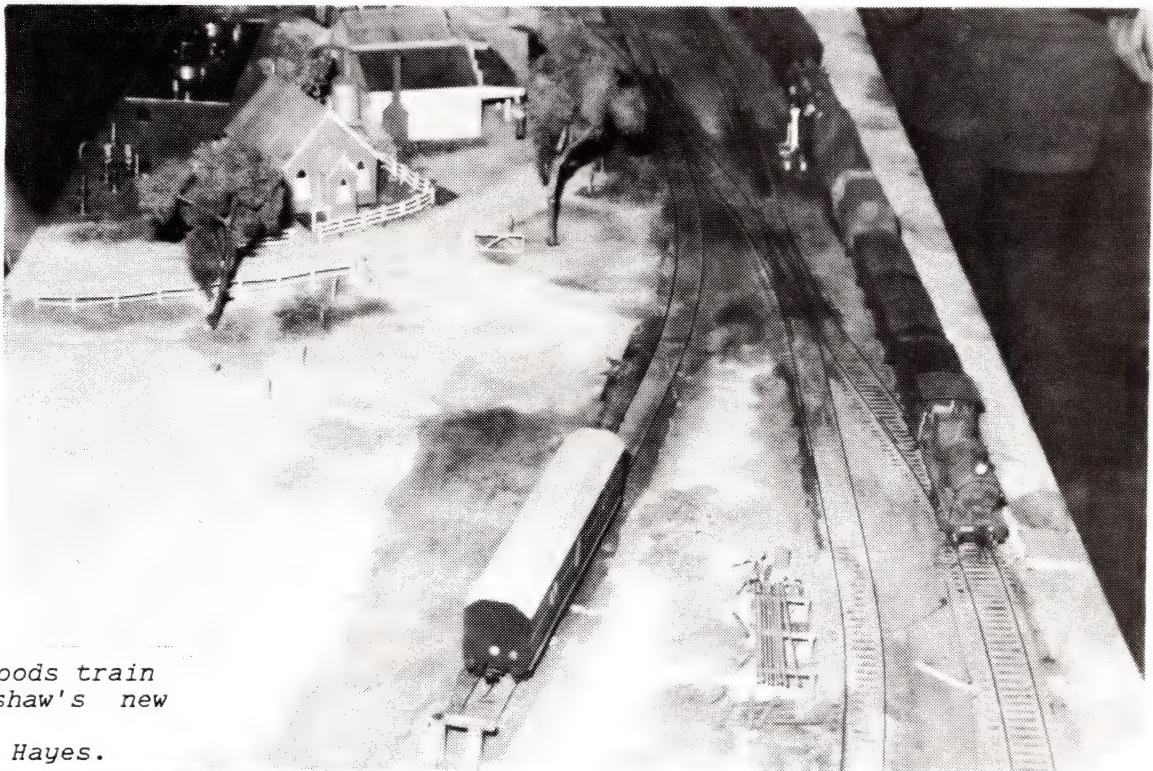


Looking out from the clubroom through to the Expo 88 site and the monorail.
Photo by Steve Malone.

Exhibition temporarily set up at one end of the layout room on top floor until new layout is built.

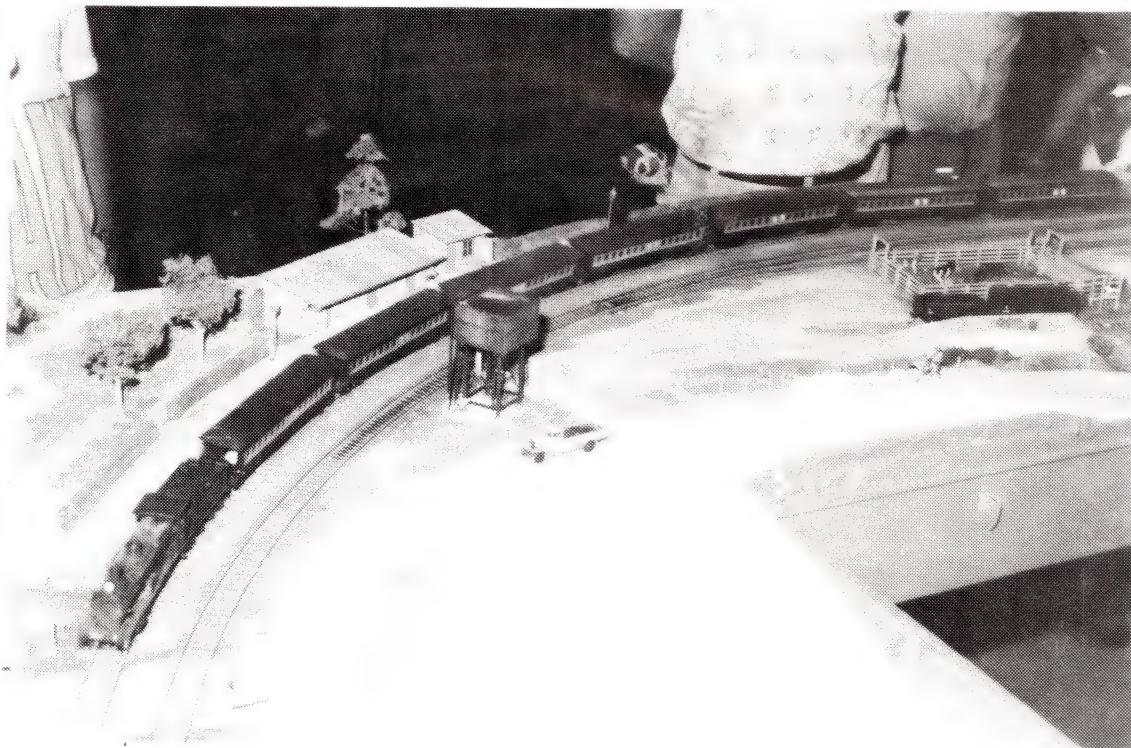
Photo by Ted Ward.





52 class on a goods train
on Roger Kershaw's new
layout.

Photo by Arthur Hayes.

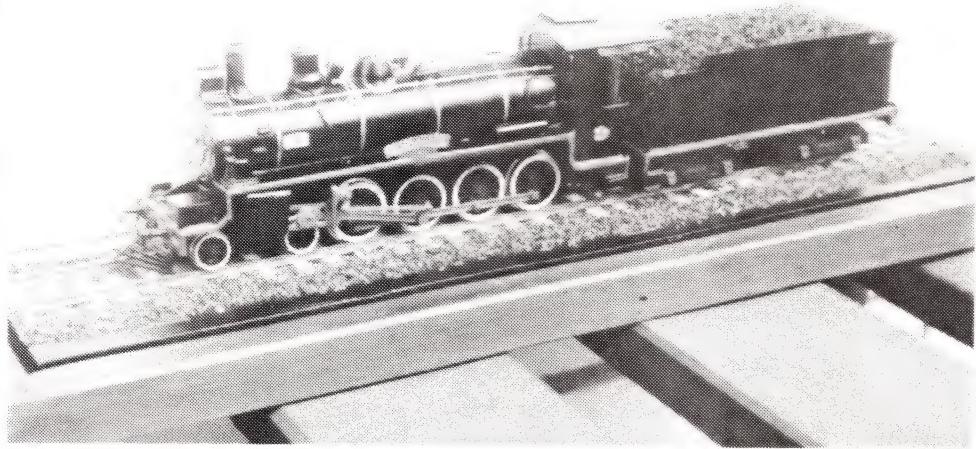


Steam Passenger train
passing at speed through
the platform on Rogers
layout.

Photo by Arthur Hayes.

A model of Sir William Macgregor C19 class steam loco which was presented to the Commissioner of Railways on his visit to the Qld branch clubrooms. The loco was built by Jim Fainges, Paul Scrivens, Tony Weber and Steve Malone.

Photo by Steve Malone.



SCENES FROM THE CANUNGRA TRIP

At the rock tunnel at Canungra.
Photo by Arthur Hayes.



Trooping down to the tunnel near Roger Kershaw's Army Base. Tunnel is left over from the Canungra Tramway.
Photo by Arthur Hayes.



ON THE COAL TRAINS

Reprinted from the Queensland Railways Digest

Diesel smoke trailed in the wind,
A heat haze hanging low,
Two rails of steel stretched out ahead,
Towards the coast they go;
Six powerful engines bellow loud,
A mile of coal behind,
10 000 tons of pure black gold,
Up old Red Mountain climb.

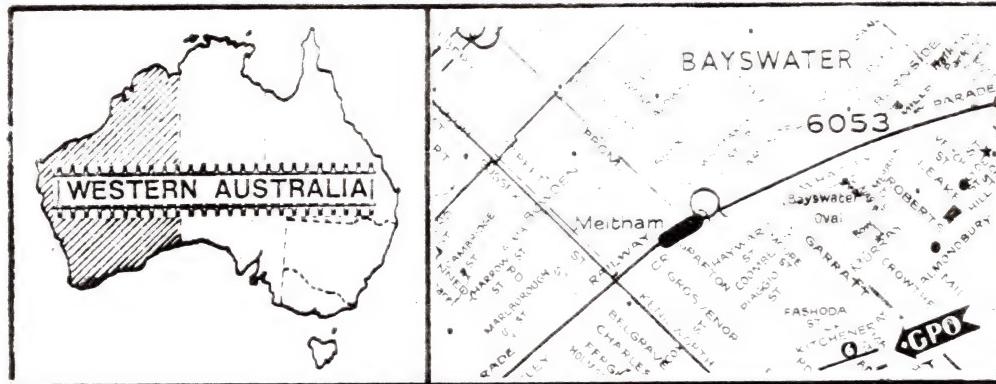
The cattle on their own domain,
Look on in silent awe,
As up the ribboned tracks of steel,
These mighty monsters roar,
To them it seems as if they've seen
Some Demon sent from Hell,
How could they know men made these trains,
And who could ever tell.

A mile or more of untold wealth,
From coal-fields in the north,
The energy a whole world needs,
The Earth has yielded forth;
Hour after hour these super-trains
Go roaring to the sea,
The Pride of Queensland Railways,
They'll go down in history.

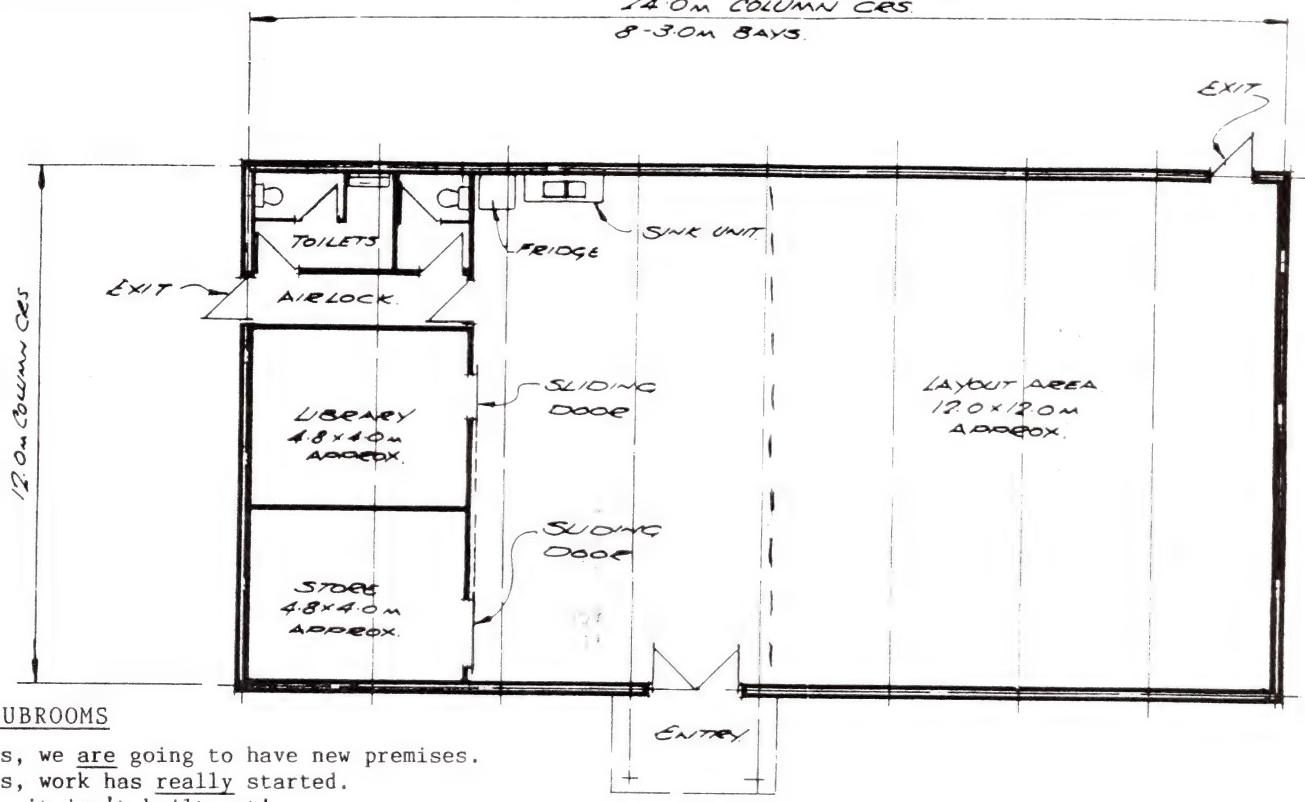
Peak Downs, Saraji, names like these
Will always haunt my mind,
Goonyella Fields and Norwich Park,
And still there's more to find;
And while our generous Mother Earth
Yields up Her hidden coal,
The men who rid the Loco-trols
Will haul it to its goal.

Guard P V Harrower
Coppabella





EXTRACTS FROM "BRANCHLINE"



NEW CLUBROOMS

Yes, we are going to have new premises.

Yes, work has really started.

No, it isn't built yet!

We have a project team consisting of Barry Keens, John Ellis and Tony Gray, and we are working towards the preparation of a final plan to be passed to the various authorities for approval. To those of you who have written in with suggestions and advice, thank you. To those who visit Meltham and discuss the project, similarly thank you. Please keep letting us know what you want and also WHAT YOU CAN DO TO HELP. Perhaps you are a tradesman (or you know one), perhaps you have some spare toilets, urinals, wash-basins, sinks, cupboards, or what have you. This sort of information is going to help us.

The basic concept is for a double brick building with metal, insulated roof, sized 12 metres x 24 metres. Internally, the provisional layout is for a layout/working area of 12 metres x 12 metres, a Store and a Library each of 4 metres x 4.8 metres, toilets and a Meeting Room of 12 metres x 7 metres.

We hope to have our final plans prepared by about the end of the second week of October and then submitted for approval. We will start building in December if there are no problems. Please remember these are YOUR clubrooms, and we will try and do what you want if it is practicable.

The general concept of the proposed building is shown in the drawing.

Barry Keens
Project Manager

A few gremlins got into the last issue of The Branchline, giving the impression to some readers that there was more than one deliberate error put into the magazine to encourage cover-to-cover readership! Not true! None of the errors were deliberate, purely accidental.

1 The second entry in the 'Have You Seen (in the model railway press)...' segment covered the July issue of Model Railways. The 'Bazzing' reference to Bristol Temple Meads was incorrect - the correct location was, in fact, Reading General. There was apparently a 'foul up' with the captions.

2 The first sentence of the extract copied from J N Westwood's book 'The Railway Data Book' ways ".....so Stephenson's Rocket was said to be carried on one pair of driving wheels with a pair of carrying wheels forward". Now, everyone knows that Rocket was a 0-2-2, i.e. the carrying wheels were behind the driving wheels. Boo boo!

3 John Neville points out that although the WAMRC may well be the oldest model railway club still in existence in WA, it is not the first club to have been formed. He has given me a copy of an article in the 20 April 1934 issue of 'The Scout and Guide Courier', which tells how an earlier WAMRC was formed in 1925. John says that he and Jack Stanbridge are two 'survivors' from that earlier club - there may be others as well. We'll reprint this article in a future issue.

and buildings. If you model Claremont and I do Subiaco, then who'll do Daglish, Shenton Park, Karrakatta and Loch Street?

Alan Porter

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HERE ARE A FEW TIPS

Some of our members have dropped a few hints and tips at recent meetings at the Clubrooms, and these are now printed in The Branchline for the benefit of those members who were unable to attend those meetings.

1 From Graham Watson - when you buy a new tin of Humbrol or a jar of Testors or Precision of Floquil paints, open it up and put in a ball bearing (those from the front wheel of an ordinary bicycle are the right size) and then close it up again. When you want to use the paint, give the container (tin or jar) a vigorous shaking (just as you do with a pressure pack spray can of paint), and you will get a better mixed paint plus solvent than you will ever get by stirring with a screwdriver or a pop-stick.

2 From Adrian Du Heaume - don't throw away your old telephone book, but tear off the front cover and the 'staff' pages at the front. You then have a thick 'block' of paper upon which you can do all your small painting jobs, and when you are finished, tear off the top sheet, throw it away and you have a fresh surface for the next paint job you will be doing.

3 From Simon Mead - for painting your open wagons, especially if using a spray system such as an air brush, make up a pair of 'tongs' from a piece of suitably springy steel, folded to give about 40 mm between the 'prongs'. Glue some thin pieces of foam (about 3 mm thick) onto the OUTSIDE of each 'prong'. All you have to do is to squeeze the tongs, place them inside your wagon, release the tongs and, hey presto, you have your wagon held firmly and you can paint 'away without getting your fingers covered in paint!

Another idea for avoiding such a 'messy' situation (from Ron Fryer, I think) is to cut a piece of thick card or styrene sheet (about 40 thou) or ply (about 2-3 mm) to a width of about 13-15 mm. Remove the wheels from the wagon you wish to paint, rest it on the abovementioned 'stick' (between the axleguards) and away you go with your painting job. (One disadvantage of this one compared with Simon's method is that you cannot invert the wagon, without it falling off the 'stick'.) Of course, if your wagon has any significant amount of underframe detail, such as vacuum cylinder or brake rigging, it will not sit so comfortably on the 'stick' as one which is free of such complications.

The dimensions given for these two devices are for OO and HO scale models. If you are into another scale, you can work them out for yourselves!

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SHOP TALK

Industrial Scents

(or what to buy for the railway modeller who has everything!)

The Mikros Corp of 511 S 11th Avenue, Minneapolis, MN 55415, has introduced a line of products called 'Olfactory Airs'. There are 50 different smells that can be added to a model railway. Each slow release fragrance is sold ready-to-use in one ounce bottles. The liquid scent is applied to 1" squares of cork that may be concealed near

any appropriate location. Each application (8 to 10 drops) lasts several hours (depending upon humidity), and the scent is discernable to most people from about four feet away. There is a starter kit, costing \$US18, containing burning coal, diesel fuel, cedar wood, leather, roasting corn and pine scents, with enough cork squares for 32 locations.

Rail Craft Track

Seen in one of the Rail Craft advertisements recently.....

Code 82 or Code 83 - What's the difference?

The code number system was adopted by the NMRA to indicate height of rail in thousandths of an inch. Since prototype main line (AREA) 132 lb rail is 7-1/8" high, reduced to HO scale (1:87.1), it should measure 0.0818" high. Rounded off, this is 0.082" or Code 82. We don't know why it was ever called Code 83. The interesting thing is Rail Craft's Code 82 and Shinohara's Code 83 both measure approximately 0.0823". (AMRA members should note that this figure is only approximate!) What do you think we ought to call our 0.0823" high rail?

The smallest size in the Rail Craft range is Code 40 and the largest is Code 332.

Seen in the UK Magazines

Detail parts for HO and N scale American, see the review of Details West and Details Associates products on page 243 of the May issue of Scale Model Trains.

The Stewart Hobbies model of the Baldwin AS-616 reviewed on page 242 of the May issue of Scale Model Trains (this is the model used in the detailing article mentioned in the 'Have you seen?' abstract).

A revolutionary new design of point motor, so the ad says, see the advertisement by RJH Model Railways Ltd on page 8a of the August issue of Railway Modeller.

News of the latest offerings from Dapol is on page 391 of the September issue of Railway Modeller.

S scale modellers may be interested in the review of Railmaster (of New Zealand) and their range of 50 people figures and kits, etc, for those in Sn3½ and Sn.

Small window and brake compartment grills in etched brass from Blacksmith Models, reviewed on page 519 of the September issue of Model Railways.

'Tammerlain' lost wax castings for all sorts of loco fittings are reviewed on page 519 of the same magazine.

A dozen 4 mm bikes, including a 'penny farthing', on an etched fret from the old Churchward range, now done by Emjay Models, priced at £ 2.50, and reviewed on page 505 of the August issue of Model Railways.

The ABC Shop (in the Carillon Arcade)

Two video tapes on Australian trains (Tracks and Trains of Australia, 90 minutes, \$39.99, and Steam Trains of Australia, 90 minutes, \$49.99) and two of the Thomas The Tank Engine series.

Perth Hobby Centre

Saw a few of the new range of Hornby wagons about six weeks ago, but they seemed to go off very quickly. Some of them looked quite nice, especially the tank wagon R129 'Redline'.

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HAVE YOU SEEN?

(IN THE MODEL RAILWAY PRESS)

Scale Model Trains

May: Completing the GWR signal box (started in the April issue). Detailing the Baldwin AS-616, correct fittings and finish for the Southern Pacific version. Constructing a circular transportable layout. Loco Focus looks at the Midland Railway's 3Fs, followed by another 0 scale Lima conversion of a 4F to a 3F (it can also be done in 4 mm scale). Cheap N scale wagons using the silastic moulding method. Some useful hints and tips on using hardboard on your baseboards. Considering the Stourbridge Junction to Stourbridge Town branch as the basis for a layout (this is possibly the shortest branch anywhere - 57 chains. Can anyone produce another, shorter branch anywhere in the world?).

June: The Derwent Valley Light Railway - ideal for a model railway layout. Scratchbuilding a GWR engine shed, plans and photographs included. 'Two into One' - a novel answer to the limited space problem, both French and Irish modelled on a 3' x 6' baseboard. Garden Railway Clinic - materials and the weather. A critical review of the Slaters 0 Gauge chaired track. Conversion of the Hadfield kit of the Blackpool 'Standard' tramcar to 'Tudor Arch' types used by many municipal tramway systems in England and Scotland.

July: Using the Hornby 00 scale diesel bogies for conversion to 7 mm scale use. Modifying the Dapol model of the ex LNER J94 0-6-OST with an extended bunker. Looking at the possibility of modelling the Romney, Hythe and Dymchurch 1'3" gauge railway in 7 mm scale, using N scale track. Loco Focus has a photographic review of the J94s. More on using hardboard for construction of lightweight baseboards. Next chapter of the Garden Railway Clinic - Q and A on 'better steaming'. Another 'dinky' prototype worth considering as a modelling prospect - the Wolverton and Stoney Stratford Tramway. Illuminated tail lamps for your brake vans (based on a Wren van, but can be done with any brand of van using metal wheels).

August: Modelling the Looe Branch (Cornwall) in N scale on, would you believe it, a wooden toilet seat (truly a well named model!) - actually it's a plan based on the Wright Lines ideas of Alan Wright described in the December 1984/January 1985 issue and using the 'Tiddlywinks' computer method of operation. Review of lineside road vehicles for 4 mm scale in kits and conversion prospects. Details of some standard LMS lineside items (station seats, boundary posts, mileposts, bridge plates), including drawings. Building the Perseverance 7 mm scale kit of the GWR 'Mica' van. Chapter 3 of the Garden Railway Clinic - Q and A on foundations for the track. A Loco Focus article on the GWR Collett 2251 Class 0-6-0s, preceded by an article on improving the Mainline model of this class, especially the tender (which is a scale 4½" too low!). Modern timber traffic in Scotland. Using a bridge rectifier to convert a.c. to d.c. 'Battering' steel bodied stock, using a hot table knife.

September: Loco Focus examines the GP38-2 diesel locomotives and then an article on detailing the Kato N scale model and having a few ideas for the Athearn and Lifelike HO scale models of the GP38. Full details of an ROD 'Austerity' battery electric shunting loco of 1917, with some suggestions for modelling it in various scales. Another way of converting a Dapol (ex Airfix)

LMS 4F to a 3F, this one using the Ratio kit of the MR tender of the Johnson era. (An earlier article in Scale Trains, February 1983, gave another, more difficult, conversion. Reference articles required to assist to get these conversions right are in the June 1984 Railway Modeller and the December 1985 Model Railways.) 'Deakins End' - a table-top railway in N scale with a freelance outlook - lots of ideas for N scale modellers in this one. Another N scale layout (this one is 4' x 1') with lots of shunting potential. A cheap 0 scale 0-4-0T shunting loco, using the Hornby OO 'Desmond' chassis and ordinary 0 scale wagon wheels and a body made from styrene sheet.

Model Railway Journal

No 12: Scratchbuilding model wagons, part 1, this series should be 'required reading' for anyone contemplating building or modifying model railway wagons (it's not 'strapping', they're called 'washer plates'; likewise 'rivets' are either bolt heads or nuts!!). Each part of the prototype wagon is described, correctly named and its function illustrated with drawings and photographs. Description of the highly detailed P4 layout 'West Leake - GCR'. The 'Matters Arising' column looks at Mike Bryant's 2 mm bits and pieces, Mike Sharman's 'Millimetre' range of wheels, Alan Gibson's split axles, MJT gearbox conversion kits for the RG4s, gold plated phosphor bronze wire for pickups (its real use is for organ keyboard switch contacts - 27SWG, 0.44 mm - anyone know of a source?). The essentials of split frame construction in 2 mm scale. How to get the graceful movement of a semaphore signal reproduced in the miniature form. GWR independent ground signals - drawings, description and photographs. Drawings, photographs and prototype information about three West Sussex Railway (Selsey Tramway) 0-6-OST locomotives, Sidlesham, Morous and Ringing Rock. Converting the Mainline J72 into NER Classes 964 and 44 0-6-OSTs, rebuilt with side tanks. Small Suppliers Forum looks at replica enamel signs (8 mm x 18 mm) self adhesive in metal, Branchlines' couplings now with a smaller scale hook, coach kits in 4 mm and 7 mm scales, Bulleid Pacific in 7 mm scale with many innovative etchings, kits and parts for 4 mm NG.

No 13: The scenic art of George Iliffe Stokes - a biography written by a fellow modeller and close friend. See the photographs and drawings to see what a genius he was. The Matters Arising column looks at hornblock location, the MJT Portescap gearbox and a more economical turntable drive. Scratchbuilding model wagons, part 2 studies the running gear (brakes, axleboxes and springs, buffers). Upgrading etched coach kits the Pendon way. Small Suppliers Forum looks at Slaters 7 mm kits, Dick-Kerr tractor for 7 mm NG, 7 mm scale carpenters' tools. The Letters column has some very useful additional information on the electronic controller for coreless motors described in MRJ No 11 (don't bother to read this letter if you haven't got a copy of No 11).

No 14: Reviewed in the June issue of The Branchline (July/August issue of Journal).

No 15: Reviewed in the August issue of The Branchline (September/October issue of Journal)

No 16: Darenth - an EM gauge conversion, a story of changing standards. The continuing debate on the Portescap 1219 motor. Oxfordshire and Berkshire farm wagons in 4 mm scale. Period waterways, a serious look at canals and the craft which used them - photographs, drawings, illustrations of livery and decoration (just look at the

period costumes!) and masses of information. The Small Suppliers Forum looks at more products from KTG Products and MJT Scale Components, another Wills 'Craftsman' kit, an MR traction wagon in 4 mm and 7 mm scales, hornguides to Prototype Models. Our Exhibition Manager should look at the photograph on page 215 - perhaps we should supply a few of these for our younger exhibition members!!

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Model Railway Constructor

June: (an era ends - this is the last issue) Review of the Comet Coaches coach construction accessories, some new wheels from the Sharman house, the Graham Farish BR Class 33 and 47 locomotives in N scale, as well as wagons and BR Mk2 and Mk3 coaches and Dapol's LMS 12-wheel dining car. The 'Black Dog' project pushes on (but, like others, will not be finished, in MRC anyway!), covering the platforms and including useful roof-boards and placards, suitable for 4 mm scale, for the Siphons which worked on this branch. An electronic fly-wheel, using some recently developed small sized capacitors to keep the amperes upto the motor over indifferent track-work. 'Caradon Junction', a 4 mm scale layout based on BR (W) practice (concept based on Coombe Junction on the Liskeard-Looe branch in Cornwall) - tremendous detail modelling, with looks even better in colour on page 284, with inspiration for weathering of clay wagons and loading dock, etc). Datafile looks at a Hunslett 252 hp 0-4-0 type diesel hydraulic switching loco as supplied to Pacific Terminals in Vancouver, BC, Canada and a similar type for the National Coal Board - photographs, drawings and prototype information. Three 'linked' articles covering the Colonel Stephens carriages: ex GEC Brake thirds, North London Railway brake, ex LSWR 4 and 6-wheel coaches: each with photographs, drawings and prototype information. Starting in 7 mm Scale, Part 2 - baseboard and point construction (the basic principles are applicable to most of the smaller scales). Layout photography - depth of focus with the wide angle lens. Part 5 of the series on the buildings of the North British Railway, a brick engine shed.

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Railway Modeller

August: North Devonshire Railway, one of the classic OO scale model railways that has appeared in the model railway press many times in the 50s and 60s. Built in Edinburgh, but now in its home county as a result of its owner's retirement! Scratchbuilding SECR round-end wagons in 7 mm scale using plasticard. Prototype information and photographs of an ex-brake second carriage in use as departmental stock. From Armchair to Workbench, Part 2 - adding the retaining chains to a conflat wagon. Superdetailing a Class 37/4 diesel loco. Building an MR 30-ton bogie coal wagon in 7 mm scale. The Westcombe Branch, Part 3 - operating the layout, planning and developing the timetable. A live steam J94 0-6-OST in 7 mm scale. Oscillating cylinders in use on live steam locos. The Mawdesley and Eccleston Light Railway - a none too serious look at serious modelling. Last chapter of a six part series on the Last Great Project, an 'occasional' series which started in 1984, by Ken Payne of Tylng Branch fame. Mill Vane Drift, a 4 mm scale colliery layout with ideas for working screen hoppers. A town terminus based on Edgeware Road. A conducted tour around the famous Buckingham Branch by Peter Denny. Building the buildings for Cartstairs Junction, the first part describing this

layout appearing in the December 1986 issue. Prototype information, photographs and drawings of the GWR 1361 Class 0-6-OSTs.

September: Chesil Town, Mike Hayward's EM successor to his earlier OO scale layout of the same name, modelling a SR terminus station. Using perspex for building your control panel. Modelling BR coaches in the 1980s - Mk1 vehicles, full details of the prototype and available models. Peckwick Harbour, a superbly scenicked N scale layout. Building a model village in 10 mm scale. Crummack Valley Railway and Dwffyr, another superbly scenicked layout, this one is 009. Whatcote Verney, yet another superb N scale layout with beautiful sweeping curves on the main line and lots and lots of good modelling of the surrounding countryside. Building an ex LNWR loco shed in 7 mm scale. Part 3 of the transition from Armchair to Workbench, this one makes a Conflat B from a Dapol nine plank mineral wagon and a sharp knife! Killarney, an Irish prototype station, information, track diagram and photographs of the buildings. Early railcars of the County Donegal Railway - drawings, photographs and prototype information. A look at the West Croydon to Wimbledon line as a model prospect. Meltham water tank (and gents' toilet) in 16 mm scale, but not our Meltham.

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Model Railways

August: Descriptions, with photographs, of 17 O scale locos from Barrie Walls' extensive LNER stud. Building GWR buildings - a signal box, station building and water tank with stone base, all in 4 mm scale. Scalesford, a small (6'10" long) layout mostly built up by a nine year old girl! - beautiful subtle touches on the scenic side. Detailing the Lima 00 scale model of a BR Class 50. Full details of a GWR gas tank wagon. Building a freelance 0-6-OST loco in S scale. Eastwell - an EM gauge layout with a superbly modelled countryside and quarry with crushing plant (some truly wonderful colour photos of this layout, although perhaps the rolling stock is not dirty enough!). Some ideas for a small mainline terminus with 2, 3 and 4 platforms. Review of Lima's new Class 47 in 00 scale. Civil Engineering aspects of baseboard construction illustrating the merits of longerons and triangulation. Facts about twist drills, including how to grind them to the correct shape and angle.

September: The railway embankment examined and modelled properly. More on the drill, what it is, how to use it, how to sharpen it. Moreton-hampstead, an EM gauge model of this GWR branch line terminus. Review of the Lima Class 37 diesel loco in 00 scale. Period shop fittings by Langley Models reviewed and painted. More information on the locos of the Wallsea layout (see August issue). Photographs, drawings and information on the S & DJR 46' third with luggage compartment. Constructing 3Fs in S scale. More on Eastwell from the August issue. Converting the Lima Class 37 to the Highland line version. Camera and Comment goes to Scotland.

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Practical Model Railways

July: Tales of an outdoor railway after a hard English winter. Customising the Hornby 00 scale model of the LNER A3 4-6-2s using the Crownline conversion kit. Lineside advertising - how to get it right! Building the MTK kits of the pioneer SR diesels CC1, CC2 and 20003, containing useful photos of these giants. Working platform lamps using LEDs. Some thoughts on how

to get reliable running in N scale model railways. GWR signal boxes - design and practice. An article on outdoors HO scale layout construction, maintenance and operation. A collection of 'wheezes' (old theatrical term meaning 'trick' or 'dodge', according to my dictionary - Ed), distilled by the author after many years of making mistakes in his workshop - bench design, stools, lighting, recovering dropped small parts (!), tidiness, care of tools, storage, cleaners and many other useful ideas. Track cleaning by hand (with various 'tools') and by a track cleaning wagon or loco.

August: A nostalgic look at pre-war Hornby OO scale locomotives. Refilling a Mamod boiler with an ordinary disposable syringe. Building the K's kit of the GWR 'Earl' class, but beware that you've got to read this article in the following page order, 16, 18, 19, 21, 20 - if you're going to make any sense of it! Some suitable rolling stock for modelling the Mid Suffolk Light Railway. Saga of the 'Clwyd and Dee' garden railway. Building Highfield O scale coach kits. Modelling the Liverpool Overhead Railway or 'Dockers Umbrella' as it was known. Modelling a narrow gauge motive power depot - covers all the aspects such as electric isolations, etc, and thus quite applicable to standard gauge MPD modelling. Livery of BR (Southern Region) station buildings. BR d.c. electric locos in 4 mm scale, part 2 - the 'Tommy' class 76s. Report on the Spring conference of The Gauge O Guild.

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Australian Model Railway Magazine

August: Colour photo of a WAGR ADX railcar in green, red and white livery on cover. 'The Kaimana Line', an Sn3½ model of a freelance NZ railway (the owner of which sold the second family car to finance its construction!), including a novel idea for getting realistic 'rolling hills'. Casting your own models by Adrian Gunzburg, covering preparation of patterns, making your moulds, casting in resins (epoxy and polyester) and type metal, including vacuum degassing of casts before they set. Building the Moe (Victoria) signal box with Evergreen products. Full details of the NSW 90' twin span turntable, photographs, drawings and facts. Definitive article by Andrew May on the WAGR AZ class sleeping coaches, again with full supporting detail in drawings, photographs and facts of their history. Steam locomotive nameplates and headboards of the NSWGR. Report of the one-day workshop for beginners held in Brisbane in July.

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Model Railroader

July: The ABC of US diesel dates, a listing of all the various types that have been built by Alco (and associates), Baldwin, EMD, General Electric and Fairbanks Morse over the years, when they ran and the various models available in HO, N and other scales (no excuse now for US modellers having the 'wrong' loco at the front of their train! Something like this could, and should, be done on WA, British, NSW and other systems - Ed.). Weathering aluminium corrugated sheeting using hot olive oil to make it look like old iron. A visit to the Denver O Scale Railroad Club (located beneath Denver's Union Station for 52 years and said to be the oldest two-rail O scale layout in the US, and the oldest club layout to remain in one place) - it occupies a space of 75' x 90'! Two ideas for shelf layouts, modelling downtown scenery and electric traction cars. Definitive

article on the Midado 2-8-2s of the Illinois Central (they had 552 of them in 1937 and in 1951, over 400), including details of the auxiliary tenders, or 'cisterns' as they were called - plans, photographs, facts. Modelling an abandoned station site. Building a fruit packing shed. Operating ideas from the Midwest Railroad Modelers' layout, with a new idea for wagon waybill control.

August: Modelling a variety of HO scale reefers using the Life-Like proprietary model. Using slow-motion switch (point) motors. The ABC of routine repair and maintenance of locos. Adding outdoor lighting to the industrial and business districts on your layout. Visit to the 'Yosemite Valley Railroad', a layout based on a real prototype railroad (and doing it well) and based on a 40-year plan for its construction (!) - incorporates a 23% (1 in 4½) logging incline operated by cable. A visit to the HO modular layout of the Cumberland Valley Model Railroaders, outlining all the problems of building and controlling a collection of such modules built by a collection of modellers. Plans for a 600 ton capacity concrete coaling tower. Q & A session on electronics. Aging plastic wagons, using a small light bulb to soften the wagon sides(!). Drawings for a wooden, private owner, dressed meat refrigerator car of the 1920s.

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Continental Modeler

July/August: A visit to an extensive N scale layout in a room 13' x 9', based on the fictitious country of Andalusia in West Europe, featuring five major stations and looking every bit like one of the 'big' US HO scale layouts. Modelling the Baden IVH Pacific locos. UIC identification codes for passenger coaches. Steve Malone (of AMRA Queensland) describes building a Queensland Garratt in Sn3½ scale. Building a Great Northern of the USA Y1 class in N scale, using a Kato EF38 as the starting point. More on Historic Dutch locos - the Rhenish Railway 2-4-2Ts. Modelling an Austrian loco for HO scale. Examination of the Kangra Valley Railway in the Himalayan foothills as a possible modelling prospect. Switchable power supply systems (from either conventional two-rail collection or by command control using overhead collection) with 45 mm gauge garden railways.

September/October: 'Bergheim', a Z scale layout built to the highest standards by a husband and wife team (the scenic modelling is of such a high standard that it is hard to tell from the photographs that you are not looking at HO scale modelling). Drawings, photos, etc, of the Alco PA three unit, diesel-electric loco. Making a model of a DB open wagon of class 0m31 using a Roco or Pike 0m21 as a starting point. 'Sylvolde', a Dutch tram engine. An historic Dutch steam tram modelled. Building an OBB 1043 in HO scale using a Fleischmann Swedish SJ Rc2 shell. The Vouga Valley Railways, a Portuguese prototype having modelling possibilities. Prospects for modelling the railways of Japan.

Extracts provided by B E Thoday and A A Porter

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IN THE PROTOTYPE RAILWAY PRESS

Locomotives Illustrated

No 54: Deals with the LNWR 4-4-0s, the Webb four cylinder compound 'Jubilee' and 'Alfred the Great' classes, their rebuilds into the two cylinder 'Renown' and 'Benbow' classes respectively.

ly, the Whale 'Precursor' class and the Bowen-Cooke 'George the Fifth' class. The usual picture profiles and information about the dates of building, rebuilding and withdrawal. All of them were elegant brutes and this book is essential if you have any of these classes in your loco stud.

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Railway World

June: 50th Anniversary of the LMS 'Coronation Scot'. Railway horses (four-legged ones!). The Falmouth Branch (good line to consider for modelling). Study of the Caledonian Railway's 300 class 0-6-0s.

July: The 'Coronation' of the LNER. Paddle Steamer 'Waverley' of the LNER (good colour pictures, useful if you want to model such a ship for your dock-side). Steam operations on the Waterloo-Bournemouth line 20 years ago (again, good colour pictures). Hunslett locos 1949-71.

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Railway Magazine

June: 'Sprinters' in the Pennines. More on the world's 4-8-4Ts. Many colour photos of use for getting your model 'just right' because they include lots of lineside detail (Mallaig signal box, 'Sprinters', Berwyn station (North Wales), class 47s, Wansford signal box (Nene Valley Railway), class 37 in Railfreight Blue, I o W ex-London Underground stock in Network South East livery.

July: Half a century of the LMS 'Ducce's' class. 150 years of the Grand Junction Railway (Birmingham to Liverpool). The 'Leicester Gap' closure effects on signalling and boxes at Leicester. Again, several useful colour photos of use for modellers (Welsh Highland Railway, class 86 in Executive livery, Scarborough station and signals, Network Sout East liveried class 50 and Derby class 310 e.m.u., 'Mallard' at Seamer Junction with box and signals, Webb 'Coal Tank', Isle of Man 2-4-OT).

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Steam Railway

June: Exeter West signal box. Steam specials of the RCTS on the Southern in the 50s and the 60s. Excellent photographs of interior of the L & YR signal box at Ganmow Junction, Rose Grove.

July: Lovely colour photo of viaduct at Frampton Mansell (very useful for modelling of stone textures). More on Southern steam spec-

ials of the RCTS. 'The Glorious Years' has some excellent colour photos, also of use for modelling, including one 'onshed'. The replica signal box being built at Kidderminster.

As far as possible, the abstracting of the prototype press has been done to draw members' attention to articles, items and photos which are of use to them for modelling purposes. The more general and enthusiasts articles are, for the most part, ignored.

Extracts provided by A A Porter

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WHO ELSE BUT THE LNWR!

Which railway has, at one time, painted two of its locomotives White (on the one hand), White and Blue (on the other)! None other than the London and North Western Railway, the 'Premier Line' as they wished to be known.

It was the two engines, Nos 2053 and 2054, both of the 'Greater Britain' class 2-2-2-2 compounds, which were taken into Crewe Works and given elaborate liveries in honour of the Diamond Jubilee of Queen Victoria in 1897. These were believed to be the most magnificently finished locomotives ever to run in Britain, or indeed anywhere in the world.

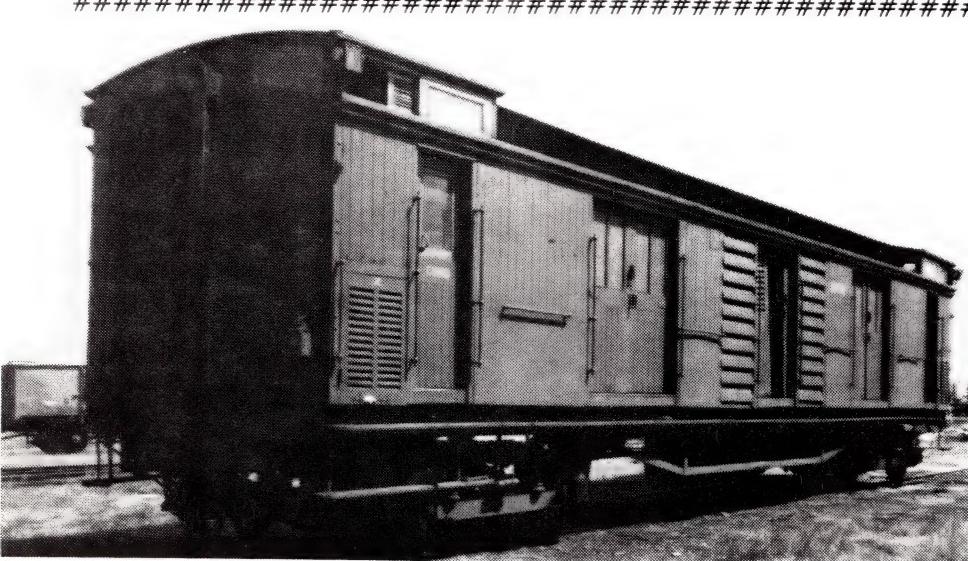
For No 2053, 'Greater Britain' (herself), the boiler, cylinders, cab, splashes, footplate edging and tender sides were painted bright red and lined out with 1" wide gold leaf, edged both sides in dark blue.

The boiler bands were edged with polished brass, on the outer edge of which was a dark blue line. Smokebox, frames and wheels were dark blue and the tyres were white. The leading splasher and the tender carried the LNWR coat of arms and the trailing splasher had the Royal Arms.

With No 2054, 'Queen Empress', everything that was red on 'Greater Britain' was painted white and the smokebox, the edges of the main cab and tender panels, sandboxes and the frames above footplate level were of a colour described variously as light grey, blue, mauve, lilac and lavender. The wheels and frames were dark blue (as for No 2053) and the tyres were white. This livery was intended to typify 'the stainless and blameless record of Her Most Gracious Majesty'.

The tenders of both locomotives has specially finished sides, with countersunk rivets, except at the ends.

What magnificent sights they must have been! Three photographs appear in Edward Talbot's book 'An Illustrated History of LNWR Locomotives'.



With the upgrading of country passenger services commencing 1982, the first casualties were the guards' vans. Here 3 CV with defective doors awaits a decision on its future.

Photo by Geoff Brown

MEETINGS

General Meetings are held on the second Thursday of every month, commencing at 8.00p.m. and details of agenda items are available from the secretary.

Timetable operation with club rollingstock is held on the Club H.O.
Layout on the first Sunday each month commencing at 1.30p.m.

Running days for operation of members equipment (subject to tests) on the Club H.O. Layout are held on the last Sunday each month commencing at 1.30p.m.

Work sessions on the H.O. Layout are held every Tuesday night commencing at 7.30p.m.

CONTACT ARRANGEMENTS

POST - SECRETARY A.M.R.A. (VIC. BRANCH),,
68 LAHONA AVENUE,
EAST BENTLEIGH VIC. 3165

TELEPHONE - CLUBROOMS - MEETING TIMES ONLY - 25 7034

MAJOR ANNUAL EVENTS

ANNUAL GENERAL MEETING	JUNE - Second Thursday
EXHIBITION	MARCH - Labour Day Weekend (MOOMBA)
AUCTION	JULY - Second Thursday

COMPETITIONS

OPEN MODELLING COMPETITION is held each year in conjunction with the Annual Exhibition. The A.M.R.A Cup is awarded for the best model. Trophies are awarded for the best:- Locomotive

Rollingstock (A) Passenger
(B) Freight

Structure

Fybren Models Award for the best model from an Australian Produced Kit.

MONTHLY MODELLING COMPETITION is judged in three divisions:-

- (i) OPEN - Scratch built or modified commercial model
- (ii) AUSTRALIAN PRODUCED KIT
- (iii) OTHER KIT

Standard Categories of models are:-

- (i) MOTIVE POWER (ii) PASSENGER EQUIPMENT (iii) FREIGHT CARS
- (iv) MAINTENANCE OF WAY (v) PERMANENT WAY (vi) STRUCTURES
- (vii) DIORAMAS

Points awarded each month are credited to the entrant's aggregate score and the following annual awards are made:-

- (A) BOB EDWARDS TROPHY - Highest number of points for models in different categories in Open Division.
- (B) GORDON DUNCAN TROPHY - Highest number of points for models in different categories in Other Kit Division.
- (C) FYBREN MODELS AWARD - Highest number of points for models in different categories in Australian Produced Kit Division.

MONTHLY PHOTOGRAPHY COMPETITION is judged in two divisions:-

- (i) SLIDE (ii) PRINT/ENLARGEMENT

Points awarded each month are credited to the entrant's aggregate score and an annual award is made.

VIC. BRANCH PHOTOGRAPHIC AWARD - Highest number of points obtained for entries in the selected monthly topics.

ISSUED: JULY 1986

REVISED: AUGUST 1987

OFFICE BEARERS**VICTORIAN BRANCH DETAILS.**ELECTED

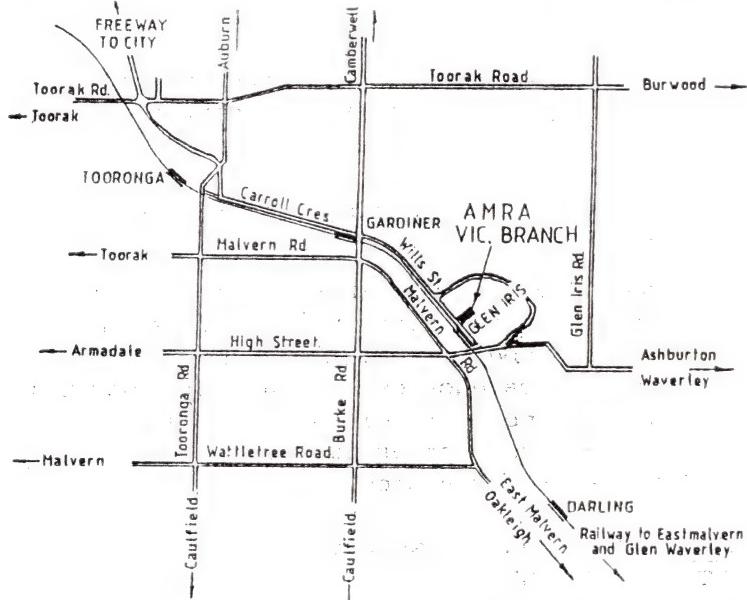
<u>PRESIDENT</u>	Geoff Brown	367 6203
<u>VICE PRESIDENT</u>	Jack Treseder	874 3953
<u>SECRETARY</u>	John Harry	570 4406
<u>TREASURER</u>	Stuart Westerman	583 8655
<u>COMMITTEE</u>	Roger Lloyd	459 6508
	Bill Secker	25 8360
	Graham Stockfeld	898 6806

APPOINTED

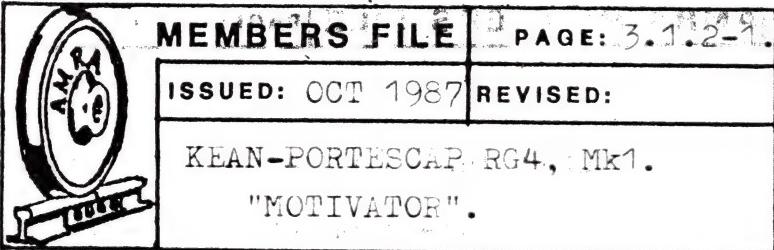
<u>LIBRARIAN</u>	Brian Southwell	878 9002
<u>ASSISTANT LIBRARIAN</u>	Greg Attrill	876 2507
	Brian Frary	560 7133
<u>EXHIBITION MANAGER</u>	Bob Edwards	232 6887
<u>JOURNAL SUB EDITOR</u>	Ron Thomas	598 5858
<u>WILLSLAND (SALES)</u>	Bill Morehouse	277 1717

BRANCH DETAILSTO FIND US

Vic Branch Clubrooms are located in Wills Street, Glen Iris opposite the Railway Station and parking is available in the Railway Carpark.

COMMITTEE OF MANAGEMENT

Committee Meetings are held on the third Thursday of each month.
Meetings are closed except to members of the C.O.M. or those invited to attend.



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KEAN-PORTESCAP RG4, Mk1. "MOTIVATOR".

1. DESCRIPTION.

Integral unit comprising a precision "micro-motor" with 35:1 spur-drive gearbox designed to permit simple installation with complete absence of meshing problems. Supplied with bearings for 1/8" diameter driving wheel axle.

2. MANUFACTURER/IMPORTER.

Kean Components, Tall Trees, Eastbourne Road, Cross-in-Hand, Heathfield, East Sussex, TN21 0LT. (Telephone (043 52)3599).

3. AVAILABILITY.

Available to Members from E M G S Trade Officer.

4. MECHANICAL DETAILS.

Manufacturers Installation Instructions.

Place the gearbox between the frames and locate with the bearings provided. (In the event that the gearbox is not a tight fit between the frames, thin brass shims should be used to pack out to the desired thickness, between the gearbox and the frames. For frames greater than 9.5mm pitch (ie EM.P4) then spacers may be required).

With the bearings located and the gearbox in the correct position, ream 1/8" parallel in preparation for the axle.

Locate the final drive gear into the gearbox and push the axle through the entire assembly. Do not lock the final gear to the axle at this stage.

- * Assemble the wheels, connecting rods and any valve gear to the chassis and check that the assembly is free running

With the driven axle in a central position, locate the final gear at a point which allows the greatest sideways movement, without it making contact with any adjacent gear, and lock in position.

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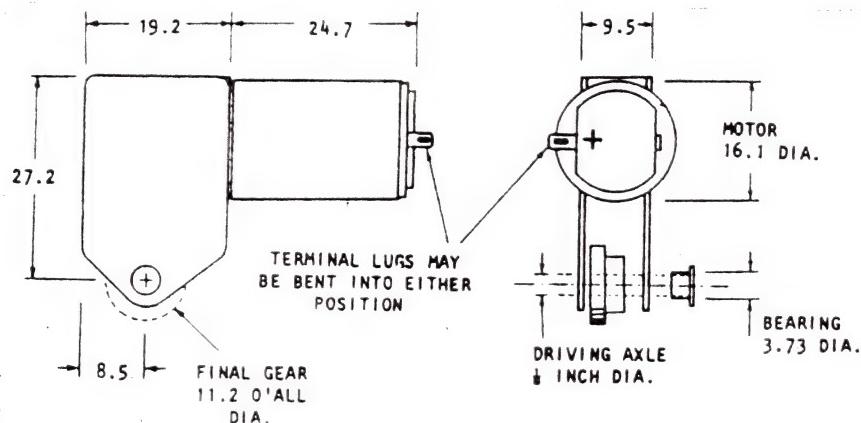
Run the completed assembly to ensure a smooth output of power.

In some applications it may be found necessary to give the motor additional support. In that event a small cradle should be manufactured from brass or plastic sheet and be firmly cemented to the motor and frames.

- * On account of the very large torque available from this motor it was found very difficult to secure the final drive gear so that it would not slip: on the test rig it was necessary to file a small flat on the axle to receive the tip of the grub screw. We recommend that this be done after a trial assembly of the axle to determine the correct location of the flat.

5. MAINTENANCE.

Manufacturer states that only maintenance required is removal of dirt or fluff from gearbox. The gearbox is described as "lubricated for life". Motor brushes and commutator are of precious metal for extended life.



ALL dimensions in millimetres

6. PERFORMANCE ON TEST.

SUBJECTIVE OBSERVATIONS.

- I. VISUAL INSPECTION. Very well finished unit giving impression of a high standard of engineering.
- II. LOW SPEED PERFORMANCE. On the test rig this was most impressive. Unloaded the motor started at 0.4 volts and ran steadily at speeds down to 4 r.p.m. Current drain was the only 10mA.

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PERFORMANCE SUMMARY.

Free-running speed at 12 V d.c. 370 r.p.m.

Typical max. running speed at 12 V d.c. 300 r.p.m. (6'6" loco
at 70 mph)

Torque at driving wheel at this speed 220g cm

Current drain as above 100mA

Max. permissible current 250mA

Torque developed at this current 520 g cm

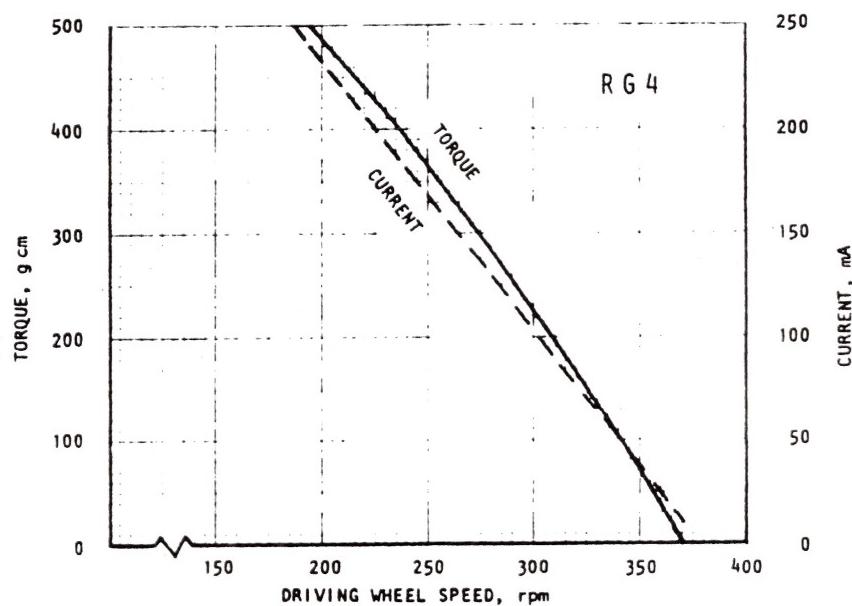
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With a brake load of 200g cm (equivalent to a very heavy train) it started at about 1.5 volts and ran at 3 r.p.m. steadily.

III. NOISE. The motor itself appears to be virtually silent. A little noise is generated in the gearbox and the increases with the power transmitted i.e. at high speeds and high torque. However this noise is likely to be less than that due to the motion of the train over the track and should be inaudible with the mechanism enclosed in a locomotive body.

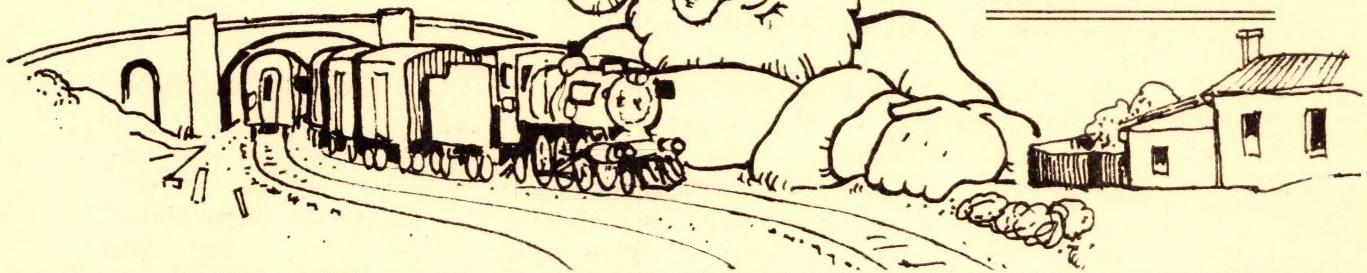
IV. OVERALL IMPRESSION. This unit is in a class of its own. Installation in a chassis is very straightforward and the test bench performance impeccably. Thanks to the high efficiency gearbox more power can be developed at the driving wheels than can be utilised, even by the heaviest locomotive.

DYNAMOMETER TEST RESULTS. (taken at constant 12.0 volts smoothed D.C.) Note. - These measurements have been made on a single sample, selected at random from E M G S stock. The measured performance agrees closely with the manufacturers quoted figures and is assumed to be typical.



Merry Christmas

!!!TM
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The Buffer Shop would like to wish all our friends and customers a Merry Christmas and a Happy New Year.

We would like to mention a few stocking fillers or gifts. These are the ARE and AHS Videos of Railroading and other transport subjects that are of interest to every modeller.

Large stocks of building kits for the new model maker or the pro. With kits from Faller, Pola, Heljan, Homes of Yesterday, Design Preservation Models and many others. Rolling stock kits too, like La belle, Rail Line Co. Rio Grande Models, Grandt Line, Micro Models to name just a few.

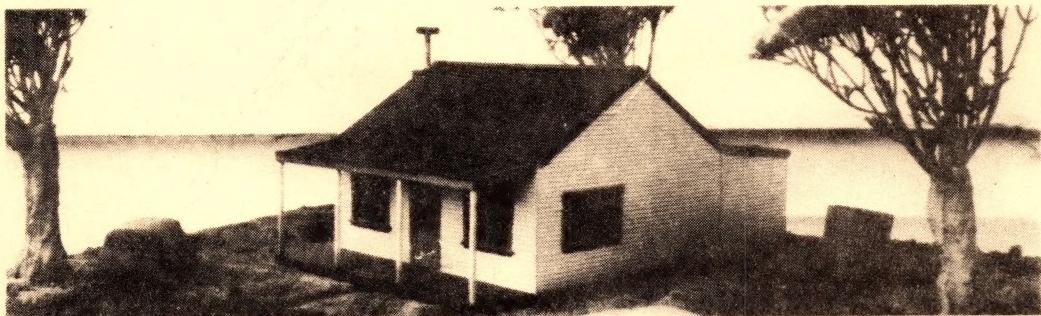
New stocks of the much sought after Mate-A-Matic couplers have arrived. These couplers work just as well with Kadees and Horn Hooks and are most forgiving of rough track and sharp curves.

Fresh stocks of Weico Models pre-painted and assembled Cars, Trucks, Buses including the latest, a Ford F100 truck and the XY Falcon sedan.

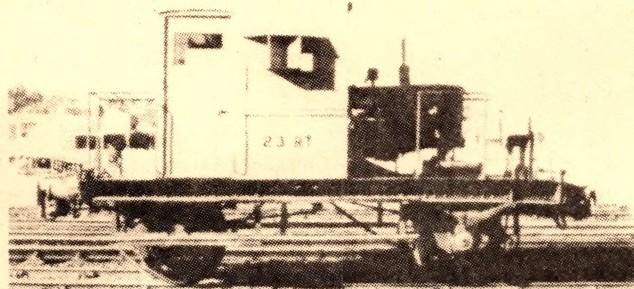
We have on hand some excellent epoxy castings of the VHCA (EX-CJ) cement hopper H.O. kits at \$14.50 each.

NEW epoxy, wood and metal kit of a typical Australian Country House in H.O. scale. The photographs show the model in a near complete state.

(Vehicles and trees not included)



Shop hours are now—
Monday 12.30pm—5.30pm
Tuesday—Thursday 9am—5.30pm
Friday 9am—9pm
and Saturday 9am—12 pm.

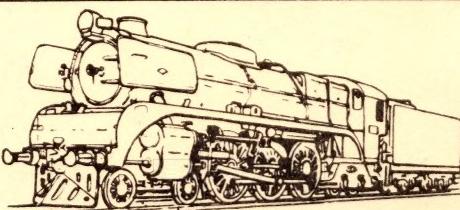


Some more stocks of the much sought after V.R. Rail Tractor at \$95.00, also available in V Line paint scheme at \$105.00. A great H.O. model that runs well too.

A new kit from Sentinel a typical Australian Stockyard and loading ramps in plastic and metal

Also Shinohara track, Paints, Brushes, Glues, Fillers, Tools, Drills, the list is endless.

Just remember the Buffer Stop will be closed from 2.00 p.m. the 24th of December till the 12th January 1988 and have a Merry Christmas.



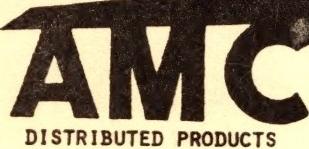
Australian agents for Dynatrol Command Control System which is now on display in the shop.

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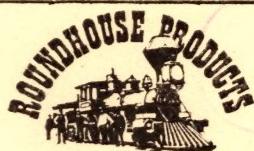
PECO LINESIDE - Buildings and other structures for N and HO/00

PECO QUALITY LINE WAGONS for N, Rolling Stock parts and accessories for N and HO/00

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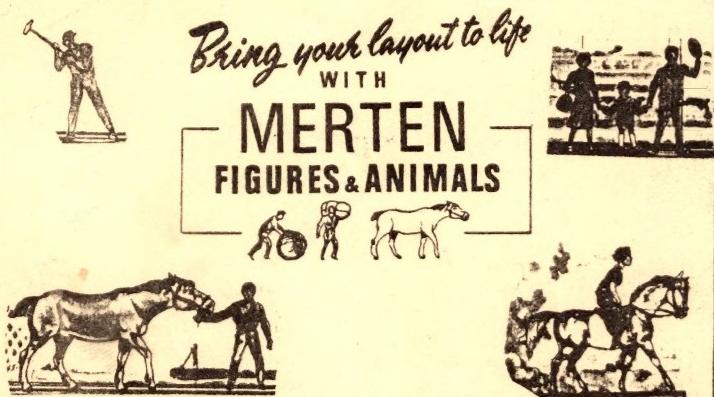
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